

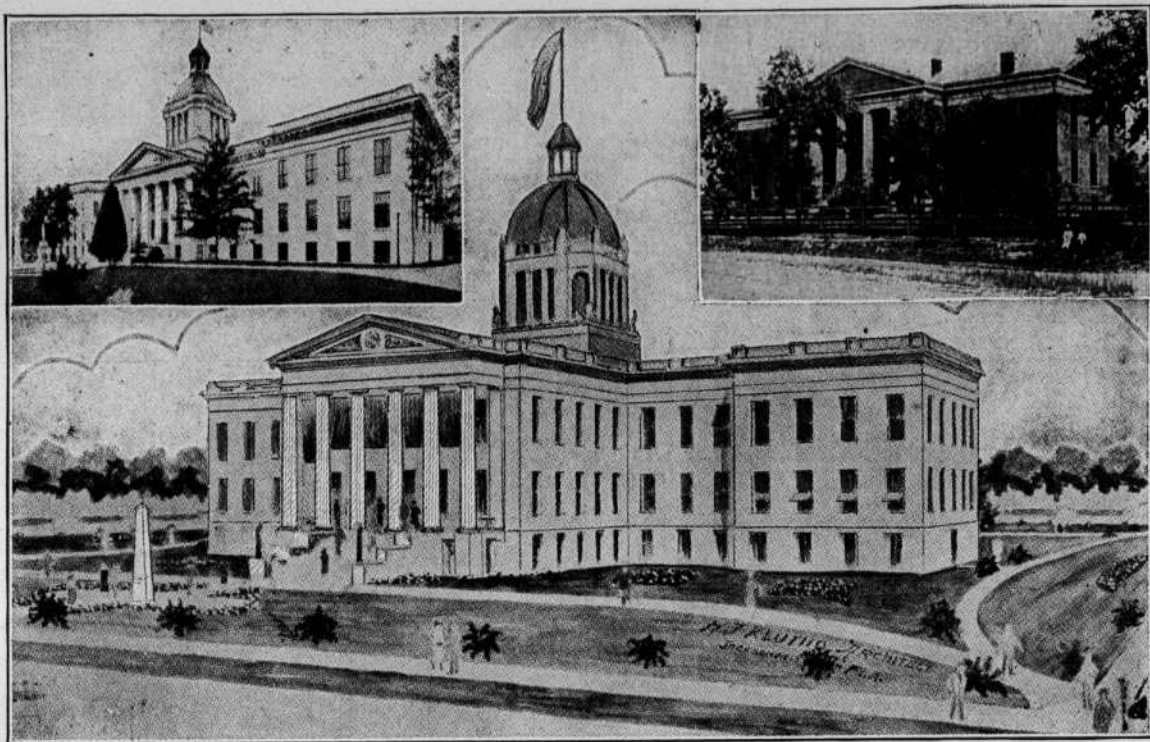
**Twenty-ninth Annual  
Report  
OF THE  
RAILROAD COMMISSION  
OF THE  
State of Florida  
FOR THE  
Year Ending February 28, 1926**



T. J. APPLEYARD, INC., TALLAHASSEE, FLORIDA



# FLORIDA'S CAPITOL BUILDINGS



Upper Right: Begun 1838, Finished 1842; Upper Left: Begun 1901, Finished 1902;  
Centre: Begun 1922, Finished 1923

Florida. Railroad Comm.  
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# COMMISSIONERS

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GEO. G. McWHORTER, <i>Chairman</i> , Commissioner;	} Aug. 17, 1887, to June 13, 1891.
E. J. VANN, Commissioner;	
WILLIAM HIMES, Commissioner;	
JOHN G. WARD, <i>Secretary</i> .	

(Commission was abolished by Act of Legislature, 1891;  
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	} July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, Commissioner;	
JOHN M. BRYAN, Commissioner;	
J. L. NEELEY, JR., <i>Secretary</i> .	

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 3, 1899, to Jan. 8, 1901.
JOHN M. BRYAN, Commissioner;	
JOHN L. MORGAN, Commissioner;	
JOHN L. NEELEY, <i>Secretary</i> .	

HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 8, 1901, to Jan. 6, 1903.
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)	

JOHN M. BRYAN, Commissioner;	} Jan. 8, 1901, to Jan. 6, 1903.
JOHN L. MORGAN, Commissioner;	
JOHN L. NEELEY, <i>Secretary</i> .	
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	

JEFFERSON, B. BROWNE, <i>Chairman</i> , Commissioner;	} Jan. 6, 1903, to Jan. 3, 1905.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1919, to Jan. 4, 1921.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1921, to Jan. 2, 1923.
NEWTON A. BLITCH, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	
<i>Note</i> —Royal C. Dunn was not a candidate for re-election.	

*Note*—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1923, to Jan. 7, 1925.
A. D. CAMPBELL, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	
<i>Note</i> —A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1925, to Jan. 4, 1927.
E. S. MATTHEWS, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

# EDITORIAL

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## CLASS RATES IN THE SOUTHEAST.

The so-called Southeastern Class Rate adjustment, I. C. C. Docket No. 13494 is of so much importance and covers such a wide range of territory, it is thought advisable to reprint below the editorial on the subject as published in our last Annual Report. This editorial gave a history of this case from its inception up to February 28, 1923, at which time our Report went to press. At the end of the quoted article we will present the history of the case from February 28, 1923, to the present time:

“Following certain decisions of the Interstate Commerce Commission and Fourth Section Orders affecting the adjustment of rates to and from points in Southern territory, and the amendment of the Fourth Section of the Act to Regulate Commerce by the Transportation Act of 1920, the Southern interstate carriers appointed a special committee to review and readjust, under Fourth Section principles set forth in the said decision and the Amended Fourth Section, rates from Ohio River Crossings, St. Louis, Mo., Memphis and Nashville, Tenn., Gulf Ports and Mississippi River Crossings, South Atlantic Ports and Eastern and Virginia Cities to Southeastern Territory.

“This committee was in practically continuous session for several months, and substantially completed the revision of the class rates. In accordance with the expressed wishes of the Interstate Commerce Commission, that the shipping public be given advance notice of general changes in rates, arrangements were made for conferences to be held in the Assembly Room of the Chamber of Commerce, Atlanta, Ga., during the week beginning July 11, 1921, between the members of the Fourth Section Committee of Southern Carriers and the shipping public of the Southeast.

"This conference was held, and was attended by a very representative gathering of shippers, boards of trade, chambers of commerce, and other civic bodies from many sections of the South. At the opening of the conference, Mr. D. M. Godwyn, Chairman of the Fourth Section Committee of Southern Carriers, presented for the consideration of the assembled shippers detailed statements of the proposed class rates as they had been worked out by the committee, giving in many instances a description of the manner in which the rates had been arrived at.

"The rates are so involved, and cover so much territory that they cannot be discussed at any length in an article of this kind, but very briefly, the proposition is this:

The strict application of the long and short haul principle to rates from, to and between points mentioned above. This will undoubtedly mean material increases to the ports and other points where heretofore water transportation has been a factor in reducing the rates. On the other hand, there will be both increases and reductions to interior points, if the rates as proposed by the Fourth Section Committee are finally adopted.

"At the Atlanta conference it seemed to be the consensus of opinion that the Fourth Section Committee in setting up the rates they proposed had not altogether complied with the strict terms of the Fourth Section of the Act, or with the suggestions of the Interstate Commerce Commission. There also seemed to be a very strong opinion that in the rates proposed the increases would greatly outnumber the reductions, and that the scheme as submitted would increase revenues as well as readjust the rates.

"It was impossible for the shippers and the committee to arrive at any agreement, and the conference was a failure, except that it gave the shippers a good deal of information that they did not before possess.

"The conference adjourned with a kind of vague understanding that the carriers would ask the Interstate Commerce Commission to review the rates in an informal proceeding. It was pointed out that if the rates were pub-



lished as they were submitted the Interstate Commerce Commission would at once be asked to suspend them, pending a full hearing, and that such a proceeding would involve large expense in the publication of tariffs.

"Nothing further was done following the conference until February 21, 1922, when the Interstate Commerce Commission issued the following press notice:

"At the request of carriers operating in Southern territory and of many interested shippers, the Commission on its own motion has instituted an investigation of the class rates applicable in interstate commerce within Southern territory; between that territory and Mississippi River crossings; between that territory and Ohio River crossings and points beyond in Illinois, Buffalo, Pittsburgh, and central territories; and between that territory, excepting North Carolina points, and Virginia cities and Eastern points beyond in trunk line and New England territories.

"This investigation has been instituted because the rates in question, in many instances, differ materially for substantially similar hauls on like classes of traffic; because the relationship to first class of the rates on the lower classes varies greatly in many of the different scales and adjustments; and because many of the rates are higher for shorter distances than for longer over the same line or route. The investigation is favored not only by the carriers and shippers, but also by most, if not all, of the commissions of the Southern States. The carriers have been working upon a revision of the rates for many months. The Commission believes that by instituting this investigation it will be possible to secure results more constructive and harmonious than can be secured in the separate proceedings which will otherwise be inevitable, and that much time and labor will in the end be saved.

"While intrastate rates have not been included



within the scope of the investigation, the Commission appreciates the desirability of greater harmony between the intrastate and interstate rate structures than now exists, and believes that not only the carriers, but also the shippers and state commissions of the South entertain like views as to this matter. To this end the Commission in reaching conclusions with respect to the interstate rates will consult with the state commissions and is confident of their co-operation.

"Hearings will be held at various places in Southern territory and the dates and points of these hearings will be later announced. It is probable that a schedule of information deemed essential in connection with the investigation will at the same time be presented.

"The result of this hearing is likely to be revolutionary on rates in the South. If the Interstate Commerce Commission takes the same view of the matter as they did in the Mississippi valley case, and there is no reason to think otherwise, they will not allow the presence of water competition to affect rail rates in any way. Rates to all points will be put on what is known as a "dry land" basis, and the commercial necessities and activities of our people will have to adjust themselves to the new conditions.

"This matter is a very large one, and is very vital to the shippers of this State. The Commissioners have formed no opinion as to what the final adjustment should be. They will form no opinion until they have made a thorough study of all the elements connected with the proposed adjustment, and they will then take that action which, in their opinion, will be of greatest benefit to the large number of the people of this State."

The foregoing was published in our Twenty-fifth Annual Report. Since that report was issued the Interstate Commerce Commission began hearings scheduled for the following dates and places:

Atlanta, Ga., May 22 to June 20, 1922. Direct testimony of carriers.

Atlanta, Ga., July 13, 1922. Cross-examination of carriers' witnesses.

Atlanta, Ga., September 14-23, 1922. Direct testimony of shippers.

Asheville, N. C., October 2-28, 1922.

New Orleans, La., October 30 to November 4, 1922.

Cincinnati, Ohio, November 6-18, 1922.

New York, December 4-12, 1922.

Atlanta, Ga., February 16, 1923.

After these hearings are finished there will be the usual filing of briefs, and oral argument in Washington.

On account of the importance of this case, and the large territory involved, the Interstate Commerce Commission availed itself of the provision of the law, and invited the Railroad Commissioners of the Southeast to sit with the Interstate Commerce Commission in the case, in an advisory capacity.

In response to this invitation the Southeastern Association of State Railroad and Utilities Commissions met in Atlanta, Ga., April 3, and passed the following resolutions:

"Resolved by the Southeastern Association of State Commissioners, that we accept the invitation of the Interstate Commerce Commission to constitute a committee to sit with that Commission in its hearings on Docket 13494, so far as it deals only with rates within Southern Classification territory, and a committee of five be selected to act in that capacity, the President of this Association and four others to be selected by him to constitute said committee.

"Resolved, further, That the President of this Association is requested to arrange with the Interstate Commerce Commission for the further preliminary conference suggested by Commissioner Eastman in his letter of April 1st,

and to notify all Southeastern State Commissions of the date and place thereof.

"Resolved, further, That we request the Interstate Commerce Commission to arrange to have each Southeastern State Commission furnished with a transcript of the evidence in said Docket.

"Resolved, further, That in accepting this proposal for co-operation, this organization understands that no State Commission is precluded from introducing evidence in these proceedings as a party, and no State Commission is prevented from objecting to any order that may be entered therein."

Mr. Perry, of the Southeastern Association of State Railway and Utility Commissioners, announced the following committee to sit with the Interstate Commerce Commission:

Mr. Jas. A. Perry, of Georgia.  
 Mr. Alexander Forward, of Virginia.  
 Mr. R. Hudson Burr, of Florida.  
 Mr. A. J. Maxwell, of North Carolina.  
 Mr. A. G. Patterson, of Alabama.

Chairman Burr has been in regular attendance at all of the hearings in this case, and expects to continue to keep in close touch with it until it is finished. It has taken Mr. Burr away from the office for a considerable period of time, but it is the thought that this case is of so much importance to the people of the Southeast, and of Florida particularly, that nothing should be left undone to bring it to a conclusion along the proper lines.

A probable result of this case will be a revolutionary realignment of the rates in the Southeast, and if Florida is to secure that adjustment to which she is entitled in comparison with her sister states, it behooves the Commissioners to see that everything possible is done to bring about that result. All other Southeastern states are taking that action, and taking it vigorously. Surely Florida can, and should do no less.

Since the foregoing was written all scheduled hearings have been held, and in March, 1924, Commissioner Eastman issued his proposed report to the Interstate Commerce Commission, in which he outlined a tentative adjustment of the entire rate structure under consideration. The main features of this proposal, insofar as the shipping interests of Florida are concerned, may be summarized as follows:

#### HISTORICAL.

##### *Present Rate Structure.*

When this investigation began the general basis of rates between Central Territory and the South was, to a very great extent, the combination of local rates on Ohio River crossings or Virginia cities, and to Florida there was a still further combination, made on Jacksonville, Fla., the full locals being used south of Jacksonville. Rates from and to the West were also made on full Jacksonville combination.

In 1922 a revision was made in rates from Ohio River gateways to Florida under which proportional rates to Jacksonville on traffic for points in Florida south of Jacksonville were made somewhat lower than the local rates to Jacksonville.

Rates between the East and Florida were made on the Jacksonville combination.

##### *Proposal of Carriers.*

**NORTHERN AND WESTERN FLORIDA:** On and north of a line of the Seaboard Air Line from Jacksonville to River Junction, and west of that line, the carriers proposed an adjustment of rates that would be in harmony with that in the adjoining states.

**PENINSULA FLORIDA:** To and from points east of the Apalachicola River, and south of the line of the Seaboard Air Line from Jacksonville to River Junction the carriers propose to publish joint rates without separate publication of factors, to and beyond Jacksonville, these



joint rates to be made up of basing factors to Jacksonville, plus specifics south. For example: From the Ohio River crossings the basing factor would be \$1.60, or 48c less than the proposed local rate to Jacksonville on first class. The specifics south of Jacksonville to be made up of the first class local rate in effect prior to July 1, 1922, plus 5c, with the lower classes extended on the standard relationship percentages. The 5c was added to the first-class rate for the purpose of avoiding a reduction in the revenues of the Florida lines through the application of the new relationships.

#### COMMISSIONER EASTMAN'S PROPOSALS.

That a single scale of distance rates should be used as the basis of maximum interstate class rates between points within Southern territory.

That in applying this scale distances in Kentucky, Tennessee, North Carolina and Virginia should be computed at 90% of actual mileage.

The distance scale proposed by Commissioner Eastman begins at five miles and extends to and including 1,500 miles, with a first-class rate for five miles of 30c, and for 1,500 miles, \$2.27. Lower classes to be made on percentage relationships recommended in the report.

That distances on standard lines in Florida, other than the Florida East Coast, south of the line of the Seaboard from Jacksonville to River Junction, should be computed at 110% actual mileage.

That distances on the Florida East Coast Railway should be constructed on basis of 125% of the actual mileage.

That distances on short or weak lines should be constructed on basis of 150% of actual mileage.

If Commissioner Eastman's report is adopted by the Interstate Commerce Commission and put into effect, the result will be revolutionary changes in the system of making rates into and out of Florida. It will mean the strict application of the long and short haul principle to inter-



state traffic, and is bound to create a radical change in the flow of traffic within the State.

The conclusions reached by Commissioner Eastman in his report were strenuously opposed by the carriers, their contention being that if the rates and system of rate making put forth in the Report are adopted the result will be a material lessening of their revenues. The carriers requested that they be given time to make a test of the scheme proposed by applying the figures and principles to a month's business that had actually moved. This request was complied with, and the month of April, 1924, selected for the test period.

The carriers immediately put to work a large force, applying the rates and principles of application suggested by Commissioner Eastman to the actual traffic that had moved in April, 1924, the idea being to compare the figures so arrived at with the figures earned on the same traffic under the present rate system and rates.

Early in December this traffic test was completed, and Commissioner Eastman called a hearing for Atlanta, Ga., December 15, for the purpose of introducing into the record the results of the traffic test. According to the carriers, the test showed a loss equivalent to a reduction of 7.93% in the revenue on the interstate traffic included in the test.

Argument in this case was had before the full Commission, the State Commissioners co-operating with them, and a decision is expected within a short time.

The foregoing history of I. C. C. Docket No. 13494, known as the Southern Class Rate Investigation, was published in our last Annual Report, but as the case had not been finished, we are repeating it, with the history that has transpired since that time, for the information of the shippers of Florida, and in order that there may be a complete record of the case for future reference.

The decision of the full Commission in this case was decided July 7, 1925. There were some changes made in the tentative report of Commissioner Eastman, previously

referred to, the principal change, insofar as Florida is concerned, was the change in the method of making rates into the Peninsular, south of the line of the Seaboard Air Line Railway from Jacksonville to River Junction. Commissioner Eastman's proposal was for the use of constructive mileage south of that line; that is, by adding 10% to the actual mileage on all carriers except the Florida East Coast Railway, and by adding 25% to the actual mileage on traffic destined to points on the Florida East Coast Railway. The decision of the Commission discarded the constructive mileage basis, and provided for making the rate from point of origin to the Florida destination on actual mileage, using the prescribed class rate scale, to which figure was to be added 10% of the local rate south of the Jacksonville-River Junction line.

This had the effect of placing the Florida East Coast Railway on a parity with the other trunk line carriers in this State.

In issuing this Order the Interstate Commerce Commission said, in part:

"In a proceeding like this, where so complex and extensive a rate adjustment is involved, it is difficult to foresee and provide in advance for all the matters of detail which will be encountered and require consideration in preparation of the rates for actual publication in tariff form. Experience has shown that, under such circumstances, when orders are entered it is frequently necessary to modify them subsequently to provide for such matters of detail, and it has also shown that details of this character can be handled to best advantage and with minimum delay if they can be dealt with in informal conference between representatives of the shippers, carriers and commission.

"Because of such considerations we are confident that the work of preparing and publishing the new tariffs will be expedited rather than delayed if no order be entered, provided the carriers are prepared to join with the Commission and representative of the shippers in working out

details of the system of rates herein approved in a spirit of co-operation. For this reason no general order will at present be entered, pending advice from the carriers within 30 days from the service of the report as to whether they are prepared to accept the findings and proceed at once in such a spirit with the work of carrying them into effect."

Within the stipulated 30 days the carriers notified the Commission that they were unwilling to accept the findings and asked for additional time in which to prepare and state their reasons. This request was granted, and accordingly on October 25, 1925, a voluminous "statement of reasons why the Southern carriers are unable and unwilling to accept the findings of the report" was filed in behalf of a long list of carriers operating in Southern territory.

The Interstate Commerce Commission weighed the objections of the carriers very carefully, and on April 13, 1926, they issued what appeared to be their final decision in the matter. They undertook, as nearly as possible to meet the objections raised, without breaking down the fundamental principles on which the first decision was based.

We understand that the carriers have now agreed to go along with the Interstate Commerce Commission in the publication of these rates, making some minor modifications, which are to be passed upon from time to time by the Commission, to which interested shippers will be given opportunity to voice their objections if any exist.

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### **EMBARGO SITUATION**

Early in October last the gradually increasing accumulation of loaded cars destined to Florida East Coast points held back north of Jacksonville caused the Car Service Division of the American Railway Association to join the Florida Railroads in an attempt to cope with the situa-

tion and as the volume of freight to all Florida points continued to increase rapidly, it was finally decided by the carriers jointly that an embargo on the entire State of all freight traffic into the peninsula, except foodstuffs, perishables, and petroleum products was necessary in order to restrict the loading of other commodities until the accumulation could be cleaned up. The embargo was declared on October 29th, and became effective November 1st, at which time there were approximately 3,000 cars at Jacksonville and 8,000 cars at points between Jacksonville, Richmond, Montgomery and Cincinnati awaiting movement into the peninsula. In the 48 hours interval between announcement of the embargo and the time it took effect a tremendous amount of traffic was loaded all over the country, including automobiles at Cincinnati, St. Louis and the Detroit territory, building tile and similar commodities in Ohio, brick, lumber and cement in Georgia and Alabama and some freight was loaded as far away as the States of Washington and California.

This tidal wave of additional traffic reached its peak about November 16th, when over 11,000 loaded cars for Florida were held out north of Jacksonville despite the fact that the embargo had been in force for 16 days. The public were very much upset and at sea as to what transportation they might expect from day to day and the quantity of non-embargoed freight which had to be moved currently was so large and the difficulty in issuing permits to consignees for other freight who were in the greatest need, was so pronounced that further measures were deemed necessary.

It was then that the suggestion of forming an Advisory Board of Shippers and Receivers of freight in the State of Florida to co-operate with the Railroads in straightening out this transportation tangle was proposed and Chairman Burr of the Florida Railroad Commission was called on for assistance by Chairman Gormley of the Car Service Division on November 24th. The invitation was accepted and 38 citizens from various parts of the State



representing all lines of business called together by Mr. Burr met with him at Jacksonville on December 5th, when the proposition was thoroughly discussed and those present decided to go ahead with the plan; altogether 55 business men were present.

Another meeting was held in Jacksonville on December 18th, when the Board was formally organized by 315 business representatives, 18 Railroad operating and traffic officials and 5 officers of the Car Service Division. Mr. Burr was elected Chairman of the new Board, which began to function immediately.

It was agreed that the immediate problems were as follows: First, the need for definite control over the volume of freight traffic moving into Florida. This was already in effect by reason of the statewide embargo. Second, organization on the part of the public and the carriers to divide the available transportation equally among all receivers. It was arranged to divide the State into 10 districts, each in charge of a Chairman who would function in the interest of the receivers of freight and to establish 14 Commodity Committees representing the shippers of the State as a whole. Third, to improve the transportation capacity for the current handling of additional business. The railroads pledged themselves to make still further efforts (if such were possible) to speed up the completion of increased trackage and other facilities already under construction in order to meet the situation.

The main question was to get freight to the man who immediately needed it; therefore, control of inbound transportation was put into the hands of the receivers of freight through the Terminal Committees. For this purpose machinery was established whereby each Terminal District would be subdivided into sectional units composed of the business interests in each group of local communities; that once a month every receiver of freight in carloads would make out a written estimate of the number of cars of each commodity he would require during the ensuing calendar month, which after being checked over by the Sectional



Committees and approved by the District Chairman and his Committee, would be turned over to the Railroads for their use in determining the amount of transportation of embargoed commodities the public desired, and from this they would prorate the available transportation on a percentage basis impartially regardless of location or commodity. The carriers agreed to keep a set of records in their Permit Bureaus showing in detail the estimates of requirements submitted, the number of permits requested, and the number of permits granted to each individual consignee, so that a Receiver, or Committee of Receivers, could examine the records in the Permit Bureau and determine for themselves whether or not permits were being granted without discrimination if they desired to do so.

This plan, put in operation January 1st, was successful from the start, with the result that an increased quantity of freight was moved into the State and the needs of all sections of Florida were served equally.

Whenever in the opinion of a Sectional Committee and the District Committee an emergency existed at any point requiring permits in excess of the percentage allowance, such additional transportation was granted by the carrier upon written request of these parties that the emergency justified such action. In this manner individual cases of relief for hospitals, public works involving the health or welfare of a community and similar contingencies were provided for.

From 11,000 cars held north of Jacksonville on November 16th, the amount dwindled until ten weeks later, on February 1st, the congestion was relieved and there were practically no delayed loads held outside of the State awaiting movement.

The number of commodities subject to embargo have been reduced steadily until as of March 26th, only brick, cement, lumber and building tile remained subject to permit; also on the latter date the City of Jacksonville was relieved of embargo and put on the free list.

With the conclusion of the citrus and vegetable move-

ment out of Florida and the impending reduction in passenger train service due to the close of the tourist season, the carriers expect to rapidly increase the amount of transportation available for the movement of rock and other materials for the building of highways and paving of city streets and express the determination of supplying all requirements of the road-building industries from now on in the expectation that by next fall the road-building program will be up-to-date.

The American Railway Association, Car Service Division, as well as the Railroads have helped the Board in every manner possible. Chairman Gormley and other officials from the Washington headquarters made frequent visits and spent considerable time in the State; their District Manager was transferred from Birmingham, Ala., to Jacksonville, where headquarters were established and 13 Car Service Agents were brought in from outside points and distributed throughout the State to assist the Terminal District Chairmen and Sectional Committees in handling the situation.

The Railroads operating in the Florida peninsula are rushing their development programs with a view of meeting the rapidly increasing transportation demands due to the growth of that section, the following items being conspicuous:

1. Atlantic Coast Line.—Fifteen miles of new double track south from Jacksonville on the Orlando-Sanford Line and 11 miles of new double track from Sanford north to Orange City Junction. Construction of a connecting link between Perry and Monticello, making a second main line route from all points north and west through Dunnellon to interior points; extension Thonotassa Branch north to Dade City, making an alternative route between Jacksonville and Tampa, thereby relieving the pressure on the present line and the yard at Lakeland. Construction of lines from Bonita Springs to Marco, Immokalee to Deep Lake, Sarasota to Ft. Ogden, which including the Perry-Monticello extension aggregates 160 miles. Construction

of double track from Dunnellon to Dade City, totaling 53 miles. Construction of a large new receiving and classification yard and of locomotive and car shops at Tampa. Purchase of 1,250 open-top steel cars, 113 modern locomotives and also increase in number of passenger coaches. It will be noted that this company completed double tracking their line from Richmond to Jacksonville last fall, two years ahead of their program on account of the increase in Florida business. This double-track line is equipped with safety signals and interlocking devices extending from Richmond south to Jacksonville.

2. Florida East Coast Railway.—Completion of double track from Jacksonville to Miami and the installation of automatic block signals within that territory, completion of large receiving and classification yards in South Jacksonville and Miami and newer and larger yards at New Smyrna, Ft. Pierce and West Palm Beach; new roundhouse, locomotive and car repairing facilities at South Jacksonville; new main shops for the maintenance and repairs of locomotives and cars at St. Augustine; increase in the number and capacity of dray tracks and industry tracks at various growing towns along the line; additional locomotives, passenger and freight cars.

3. Seaboard Air Line.—Completion of link between Brooksville and Inverness and double tracking of line from Fiftone, which is south of Baldwin, to Maxwell, a distance of approximately 8 miles, and installation of additional passing tracks, thereby making a second route between Jacksonville and South Florida. Construction of extension from West Palm Beach to Florida City, totaling 92 miles; Ft. Myers to Naples, totaling 35 miles; Ft. Myers extension with branch lines into Punta Rassa, totaling 58 miles, and Ft. Myers extension to LaBelle, totaling 28 miles. Construction of new receiving and classification yard at Baldwin with up-to-date icing facilities. Contemplated erection of large repair shops at Wildwood; purchase of 50 new locomotives and additional freight and

passenger cars. Completion of safety signals between Richmond and Hamlet.

4. The Southern Railway is constructing additional passing tracks between Valdosta and Jacksonville; has recently built a new yard at Jacksonville and a second main track from that yard to the passenger station.

The total sum expended by the Railroads to catch up with the expansion of traffic into Florida during the past 18 months aggregates seventy-five million dollars and the cost of extensions and improvements now under way will run into more millions.

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#### **RATES ON FERTILIZER FROM JACKSONVILLE, FLA., TO POINTS IN FLORIDA**

In Supplement No. 36 to South Atlantic Coast Points Fertilizer Tariff No. 8, I. C. C. A-373, effective May 8, 1926, the rates on Fertilizer from Jacksonville, Fla., to destinations located 170 miles or more distant, when said destinations are located in North and West Florida, and 140 miles or over in South Florida, were increased over the rates previously in effect.

In some quarters the idea seems to prevail that these increases were made or authorized by the Florida Railroad Commission. This is not correct, and in order that shippers may be fully informed as to these rates, we beg to call your attention to a communication addressed to the Redland District Chamber of Commerce, Homestead, Fla., under date of May 18, 1926, which read as follows:

"Replying to your telegram of May 17th, and confirming reply of Commissioner Wells from Atlanta of the same date, with reference to rates on Fertilizer from Jacksonville, Fla., to Homestead, and other points in Florida, south and west of Jacksonville.

"The history of these rates is as follows:

"Under date of February 9, 1922, the Blackshear Manu-



facturing Company, A. P. Brantley, President, of Blackshear, Ga., filed a formal complaint with the Interstate Commerce Commission, in which they alleged that 'the carrier's rates on interstate (fertilizer) traffic from Blackshear, Ga., to points on the carrier's lines within the State of Florida, are unjust and unreasonable in and of themselves, in violation of the Act to Regulate Commerce, approved February 4, 1887, and acts amendatory thereof and supplementary thereto.'

"The complaint further alleged that:

*"The defendant's rates on intrastate traffic (referring to the rates of the Florida Railroad Commission from Jacksonville to Florida points), which rates are less than the rates charged for the transportation of like traffic from Blackshear, Ga., to points on defendant's lines in the State of Florida, give undue and unreasonable preference and advantage to said city of Jacksonville, Fla., and subjects complainant and the town of Blackshear and the traffic moving therefrom to undue and unreasonable prejudice, in violation of the Act to Regulate Commerce.'*

"This case was docketed under I. C. C. Docket No. 13514, and was set down for hearing at Atlanta, Ga., before Examiner McGrath, April 27, 1922.

"The Florida Railroad Commission appeared at the hearing by Chairman Burr, Counsel Calkins, and Rate Expert Tench. We introduced exhibits and sworn testimony in support of the reasonableness of the Florida intrastate rates.

"In December, 1922, Examiner McGrath made his proposed report, holding that the lower State rates from Jacksonville to Florida destinations were preferential of Jacksonville and prejudicial to Blackshear, Ga.

"Under date of March 11, 1924, the Interstate Commerce Commission issued its formal decision, practically confirming the findings of the Examiner.

"The Florida Railroad Commission, on March 22, 1924,



filed a petition for rehearing, which was, on April 15, 1924, denied.

"In their formal order the Interstate Commerce Commission said:

" 'We are of the opinion, therefore, that before any definite finding of undue prejudice is made, or before any order requiring the removal of such prejudice is entered, the authorities of the State of Florida should be afforded an opportunity to determine what revision of intrastate rates they consider proper in order to bring about the establishment of Fertilizer rates between Florida points which will be consistent with the rates herein prescribed.'

"This was merely an invitation to the Florida Commission to increase its rates, which this Commission declined to do.

"The matter lay dormant until January 22, 1925, when the Interstate Commerce Commission set the case down for further hearing in Atlanta, Ga., February 17, 1925. The case was reopened upon complainant's petition for the entry of an order requiring the removal of the unjust discrimination found to exist in the original order.

"Chairman Burr and our Rate Expert attended this hearing. The result was a decision, dated February 12, 1926, requiring the carriers to remove the discrimination, by increasing their rates from Jacksonville, not only to F. E. C. points, but also to points in Florida on the Atlantic Coast Line and Seaboard Air Line Railways, for distances of 140 miles and 170 miles and over.

"The fact is that for many years the long distance rates on Fertilizer, in effect between points in Florida, by order of this Commission, have been materially lower than those of any other State in the Southeast, and when this case arose we realized that Blackshear was being discriminated against. We thought the discrimination was in the higher interstate rate, rather than the lower State rate. The Interstate Commerce Commission found as reasonable, rates in between the two.

"The Florida Railroad Commission was represented at every move made in this case, and we have done everything humanly possible to convince the Interstate Commerce Commission that our State rates were not unreasonably low, but failed. In this we were ably assisted by the Manager of the Jacksonville Traffic Bureau, a department of the Chamber of Commerce of that city.

"There is no question but that the Interstate Commerce Commission has authority under the Act to Regulate Commerce, when a State rate is found to discriminate against interstate traffic to order the removal of such discrimination, either by reducing the higher interstate rate, or increasing the lower intrastate rate. They have done so in Texas, Alabama, Tennessee, Illinois, and many other States.

"The Commissioners regret as much as do the shippers that these rates have been increased, but they feel that they have done everything within their power to prevent the action taken by the Interstate Commerce Commission."

In addition to the information contained in the above communication, the Commissioners desire to call attention to the fact that on March 9, 1925, the Interstate Commerce Commission, on its own motion, ordered a general investigation into the Fertilizer rates throughout the entire Southeast. The first hearing was held in Atlanta, Ga., on March 9, 1925, and the second hearing was held in Montgomery, Ala., on September 2, 1925. The Examiner who heard this case made his tentative report, in which he sets forth a reasonable scale of rates on Fertilizer, to be applied uniformly throughout the Southeast on interstate traffic, and the States have agreed to apply it on State traffic.

If the proposed scale is adopted by the Interstate Commerce Commission, it will be put into effect in Florida by this Commission on State traffic. The proposed scale will reduce the present Florida rates up to a distance of 170 miles. Beyond 170 miles there will be slight increases over

the old Florida rates, but reductions over the rates put in from Jacksonville under the order in the Blackshear case.

We hope the formal decision in this latter case will be out in a short time.

#### FLORIDA RAILROAD COMMISSION.

R. Hudson Burr, Chairman;

A. S. Wells, Commissioner;

E. S. Matthews, Commissioner.

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#### CONFERENCES AND INVESTIGATIONS

Jan. 2. Commissioners Burr and Wells.—Conference with W. G. Brorein, President, and A. B. Steuart, Auditor, Peninsular Telephone Company, who filed an application for increased telephone rates at Tampa, Florida.

Jan. 5. Commissioner Burr, Washington D. C.—Conference with Interstate Commerce Commission with reference to Southern Class Rate Case, I. C. C. Docket 13494 and also I. & S. Docket 2262.

Jan. 24. Commissioner Wells.—Attending opening of Florida Western and Northern Railway between Coleman and West Palm Beach.

Feb. 4. Commissioners Burr, Matthews and Wells.—Conference with Mr. C. S. Hoskins, Traffic Manager of the Tampa Board of Trade, with reference to rates on canned fish, vegetables, fruit, milk, soups and other food for human consumption.

Feb. 7. Commissioners Burr and Matthews.—Conference with J. Curtis Robinson, Secretary-Manager, Growers and Shippers League of Florida; Mr. E. D. Dow, Traffic Manager, Florida Citrus Exchange, and Mr. George W. Oliver, Chicago, Ill., regarding preparation and presentation of the Line Haul Rate Case before the Interstate Commerce Commission.

Feb. 16. Commissioner Burr.—Atlanta, Ga., for the purpose of attending a hearing in the Blackshear Fertilizer case, I. C. C. Docket 13514, and to attend a conference of

State Commissioners in the Southeast to consider what part they should take in an investigation to be conducted by the Interstate Commerce Commission, regarding uniform Fertilizer scale in the Southeast, which would have a bearing on intrastate Fertilizer rates in the Southeast. The State Commissioners in said conference declined to co-operate in the said investigation. The Interstate Commerce Commission having ordered an investigation of cement rates in the Southeast, the conference passed a resolution agreeing to co-operate therein and elected the President of the Southeastern Association of State Commissioners to sit with the Interstate Commerce Commission in these hearings, the President to select four more commissioners to participate in hearing this case co-operatively.

Feb. 20. Commissioners Burr and Wells.—Conference with Mr. R. S. Dobarganes, representing the Ford Motor Company, Jacksonville, Florida, pertaining to classification of trucks moving in intrastate commerce.

Feb. 23. Commissioners Burr and Wells.—Conference with Mr. C. B. Ellis, representing the Gulf Refining Company with reference to intrastate rates on petroleum.

March 7. Commissioner Burr.—Washington, D. C., to attend a conference with reference to participating co-operatively in conducting an investigation of cement rates in Southeastern Territory and to points in Southeastern Territory.

March 23. Commissioner Burr.—Washington, D. C., to attend a conference of the Valuation Committee of the National Association of Railway and Utilities Commissioners.

March 31. Commissioners Burr, Wells and Matthews.—Conference with Mr. David Laird, Florida Manager, Southern Bell and Telegraph Company, regarding toll rates between Orlando and various points.

April 13. Commissioners Burr and Matthews.—Jacksonville, Florida. Conference with representatives of shippers of road building material and railroad traffic offi-



cials, pertaining to car shortage for moving sand and gravel.

April 18. Commissioner Burr.—Atlanta, Ga., attending a hearing before the Interstate Commerce Commission in the matter of a general investigation of Fertilizer rates in the Southeast.

May 13. Commissioner Burr.—Washington, D. C., to appear before the Interstate Commerce Commission in the matter of interior icing of Florida fruits and vegetables, I. C. C. Docket No. 2262.

May 19. Commissioner Burr.—Atlanta, Ga., to sit with the Interstate Commerce Commission in hearing the Southern Cement Case, I. C. C. Docket 15806, under co-operative provisions of the Interstate Commerce Act.

June 11. Commissioner Burr.—Washington, D. C., to attend a conference with the Interstate Commerce Commission regarding Southeastern Class Rate Case, I. C. C. Docket 13494.

June 23. Commissioners Burr and Matthews.—Pensacola, Florida, attending hearing before an Examiner of the Interstate Commerce Commission in the matter of the application of the Andalusia, Florida and Gulf Railway Company to abandon its line of road.

June 26. Commissioners Burr and Matthews.—Attending conference with Hon. H. B. Phillips, Chairman, State Road Department; Mr. Chas. R. Capps, Vice-President, Seaboard Air Line Railway Company, and Mr. C. Mc D. Davis, Assistant Freight Traffic Manager, Atlantic Coast Line Railroad Company, regarding S. A. L. Circular No. D-4526, having reference to application of roadway material rates on intrastate movements when consigned to State, county or municipal authorities.

July 6. Commissioner Burr.—Washington, D. C., attending a conference of the Interstate Commerce Commission, concerning Southeastern Class Rate Case, I. C. C. Docket 13494.

July 15. Commissioners Burr and Matthews.—Conference with Mr. David Laird, Florida Manager, Southern

Bell Telephone and Telegraph Company, regarding rates and service at Flagler Exchange, Miami; Eau Gallie, Boynton, Brevard County Exchanges; Seaboard Oil Company, Miami, General Toll Rates in Florida.

July 27. Commissioner Burr.—Jacksonville, conference with James E. Calkins, Counsel for the Commission, and J. Curtis Robinson, Secretary-Manager, Growers and Shippers League of Florida, with reference to preparation and presentation of Florida Line Haul Rate Case.

July 28. Commissioners Burr and Matthews.—Conference with Supt. Langley of the Atlantic Coast Line Railroad Company and citizens of Altamonte Springs on depot facilities at that point.

Aug. 17. Commissioner Wells.—Conferring at Jacksonville with Chairman of State Road Department and shippers and receivers of road material, together with representatives of the railroads, regarding car supply and movement of road material in Florida.

Sept. 1. Commissioner Burr.—Montgomery, Ala., appearing in the General Fertilizer Case, conducted by the Interstate Commerce Commission.

Sept. 21. Commissioner Wells.—Tampa, to investigate embargo conditions at that point.

Oct. 2. Commissioner Burr.—Jacksonville to attend a meeting between representatives of the Georgia-Florida Saw Mill Association; S. A. Stockard, General Superintendent Trans-Atlantic Coast Line Railroad Company; M. J. Gormley, Manager, Car Service Division, American Railway Association, with reference to congested condition of traffic in Florida.

Oct. 8. Commissioners Burr, Matthews and Wells.—W. G. Brorain, President, Peninsular Telephone Company; A. B. Steuart, Auditor, Peninsular Telephone Company; J. S. Gillentine, General Manager, Inter-County Telephone Company, and David Laird, Florida Manager, Southern Bell Telephone and Telegraph Company, appeared before the Commissioners to present a petition for

change and revision of telephone toll classification in the State of Florida.

Oct. 10. Commissioner Burr.—Washington, D. C., to attend a meeting of the National Association of Railway and Utilities Commissioners in annual convention.

Oct. 14. Commissioner Wells.—Jacksonville to confer with E. C. Bagwell, General Superintendent, Seaboard Air Line Railway Company, and O. H. Page, General Superintendent, Atlantic Coast Line Railroad Company, and to St. Augustine to confer with J. H. Owen, General Superintendent Transportation, Florida East Coast Railway Company, with regard to the embargo situation in Florida.

Oct. 22. Commissioner Burr.—New Orleans, La., to attend a hearing before the Interstate Commerce Commission in the matter of Fertilizer rates in Southeastern Territory.

Oct. 28. Commissioner Wells.—Conference with Co. Henry Page, President, Chamber of Commerce; Edward Ball and William L. Wilson, President, Realty Board, Panama City, regarding securing Pullman service into Panama City and stopping Seaboard Air Line Train 44 at Cottdale for connection with Panama City.

Oct. 31. Commissioners Burr, Matthews and Wells.—Orlando, attending hearing before Interstate Commerce Commission Examiner Hillyer in the Line Haul Rate Case.

Nov. 6. Commissioner Wells.—Tampa, making an investigation of embargo conditions at that point.

Nov. 10. Commissioners Wells and Matthews.—Jacksonville, attending a conference with railroad officials regarding congestion of traffic in Florida, and supply of empty refrigerator cars for moving citrus crop.

Nov. 16. Commissioners Matthews and Wells.—Jacksonville, conferring with railroad officials concerning the embargo situation.

Nov. 19. Commissioners Burr and Wells.—Jacksonville, attending a meeting with Commissioner McManamy of the

Interstate Commerce Commission regarding clearing accumulation of traffic in Florida.

Nov. 23. Commissioner Burr.—Ocala, attending a hearing before the Interstate Commerce Commission on the application of the Seaboard Air Line Railway Company to acquire the property of the Tampa & Jacksonville Railway.

Commissioner Wells.—Fort Lauderdale, attending a meeting of the City Commission and officials of the Florida East Coast Railway Company with reference to alleged discrimination in movement of shipments of cement under embargo.

Nov. 24. Commissioners Burr and Matthews.—Jacksonville, attending a meeting of representatives of the Interstate Commerce Commission, Georgia Public Service Commission, shippers, the public and railroad officials, regarding the embargo situation.

Dec. 5. Commissioner Burr.—Jacksonville, attending a meeting of the Regional Advisory Board.

Dec. 7. Commissioner Burr.—Atlanta, to attend a meeting of the Southeastern Association of Railway and Utilities Commissioners to consider adopting a uniform method of reporting operating revenue and expenses to the States.

Dec. 16. Commissioner Burr.—Jacksonville, attending a meeting of the Florida Division, Shippers Regional Advisory Board.



**REPORT OF SPECIAL COUNSEL  
TO THE  
RAILROAD COMMISSION OF FLORIDA  
FOR  
YEAR ENDING FEBRUARY 28, 1926**

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Counsel, employed by the Railroad Commission of Florida under the provisions of Section 4647 of the Revised General Statutes of Florida, submits the following report for the year ending February 28, 1926:

On September 1, 1926, the present Counsel for the Commission succeeded Hon. James E. Calkins, resigned, and much of the matter contained in this report is that furnished by Mr. Calkins prior to his retirement and subsequent removal to Miami.

**CASES BEFORE THE INTERSTATE COMMERCE  
COMMISSION.**

1. Railroad Commissioners of the State of Florida vs. American Railway Express Company, I. C. C. Docket No. 12893, Transportation of Strawberries by Express in Carload Lots from Florida to points in the United States.

This case was adjudicated favorable to the contention of the Florida Railroad Commission, but the Interstate Commerce Commission withheld ordering the American Railway Express Company to furnish the Florida shippers of strawberries an express refrigerator car service, and instead, ordered the Florida carriers to improve their service on carload shipments of berries. It was understood that if the carriers, after a fair trial, failed to improve the service, the Florida Commissioners would file a supplemental petition before the Interstate Commerce Commission pray-

ing an order requiring said Express Company to furnish an express car service. The Florida strawberry shippers were not satisfied with the service supplied by the railroads in this respect, and a petition to reopen this proceeding to the end of forcing the carriers to furnish the service demanded by the shippers was in course of preparation when the Interstate Commerce Commission ordered the above case reopened, and the matter now awaits assignment of a date and place for further hearing, at which Counsel for the Commission will represent the Florida interests in the matter when heard.

2. Investigation of class rates to, from, and within Southern Territory by the Interstate Commerce Commission, I. C. C. Docket No. 13494.

The Florida Railroad Commissioners intervened in this proceeding to protect the interest of Florida shippers in the matter of the readjustment of class rates into and from this territory. This case was orally argued at Washington on January 14-17, 1925, and a decision rendered by the Commission on the 13th day of April, 1926. Mr. Calkins handled this case for the Florida Commission.

3. Express Rates 1922, I. C. C. Docket No. 13930. This is an investigation instituted by the Interstate Commerce Commission into the interstate rates and charges of express carriers for the purpose of determining whether such rates are reasonable or unreasonable.

The Florida Railroad Commissioners intervened in this proceeding, insisting that express rates are unreasonably high. Final decision has been entered in this proceeding ordering a material reduction of express rates.

Mr. Calkins appeared for the Commission in the foregoing case, also.

4. Blackshear Manufacturing Company vs. Atlantic Coast Line Railroad Company, et al., I. C. C. Docket No. 13514.

The complaint in this proceeding brought into issue the reasonableness of the Fertilizer rates from Jacksonville, Florida, to all Florida points; and the Florida Railroad

Commissioners intervened therein to defend the Florida Fertilizer scale.

After a decision adverse to Florida interests, the proceeding was reopened and further hearing had in Atlanta on February 17, 1925. Interested parties were given until March 17, 1925, to file briefs. The Florida Railroad Commissioners' brief was prepared and forwarded to Washington for filing.

On the 12th day of February, 1926, the Interstate Commerce Commission rendered its final decision in which it held that the Florida local rates were unjustly discriminatory against interstate commerce and the Florida Commission was ordered to increase the local rates so as to remove such discrimination. This the Florida Commission declined to do, whereupon the increase was put into effect by the order of the Federal Commission to the railroads. Mr. Calkins represented Florida interests in this proceeding.

5. Diamond Crystal Salt Company, et al., vs. 1242 Railroads in the United States, Docket No. 14106.

The Railroad Commissioners of Florida, through their Counsel, Mr. Calkins, intervened in this proceeding to defend the State rates and carload minimum on salt, which were alleged to be discriminatory of interstate commerce.

6. Railroad Commissioners of Florida vs. The Aberdeen & Rockfish Railroad Company and 770 other railroads in the United States and Canada, Docket No. 16177.

In this proceeding the Railroad Commissioners of Florida assailed the published tariff minimum of 350 standard crates maintained on celery in carloads, precooled or under refrigeration, in short refrigerator cars, from Florida to all points in the United States and Canada, as unjust and unreasonable and in violation of the Interstate Commerce Act.

The Florida Commission also asked that the Florida shippers be awarded reparation by the railroads on shipments made in short refrigerator cars which would not reasonably load to the tariff minimum. This cause was

heard before an Examiner of the Interstate Commerce Commission and was argued by Mr. Calkins.

On the 14th day of November, 1925, final decision was rendered by the Interstate Commerce Commission in favor of Florida shippers and reparation was awarded covering past charges collected by the carriers.

This decision was a most sweeping victory for Florida perishable shippers and sets at rest a much controverted question.

7. Elberta Crate Company vs. Atlantic Coast Line Railroad Company, et al., and Georgia Veneer & Package Company vs. Atlanta, Birmingham & Atlantic Railroad Company, et al., Dockets No. 15614 and Sub. No. 1.

The issues involved in this proceeding brought into question the reasonableness of the intrastate rate, prescribed by the Florida Railroad Commissioners, on crate and box material, in carloads, from certain points in Florida to points on the Florida East Coast Railway.

The Florida Railroad Commissioners intervened in this cause to defend the State rates on crate and box material.

The case was set down for oral argument at Washington on February 12, 1925. Mr. Calkins appeared at the place and date named and made oral argument on behalf of the Railroad Commissioners of Florida.

This case is of great State importance, inasmuch as all the rates in Florida applying on crate material may be ultimately involved.

On February 10, 1926, the Interstate Commerce Commission rendered a decision holding the Florida rates unjustly discriminatory against the interstate rate and ordered the Florida intrastate rates increased. The Florida Commission refused to make any increase, whereupon it was required to be made by the Federal Commission in an order to the carriers.

8. Investigation and Suspension Docket No. 2262, Protective Service Rules on Perishable Freight from Florida.

In this proceeding the railroads filed a tariff withdraw



ing the service of "top icing" of carload shipments of vegetables from Florida.

The shippers of green corn, celery, lettuce, and other fresh vegetables, protested the attempted withdrawal of this service, and requested the Florida Railroad Commissioners to complain to the Interstate Commerce Commission and petition for the suspension of the tariff which sought to withdraw this service from the Florida shippers. Accordingly, the Florida Railroad Commissioners, on October 24, 1924, filed a petition and protest with the Interstate Commerce Commission praying for a suspension of the tariff in question.

On November 4, 1924, the Federal Commission suspended said tariff and assigned the same for hearing in Jacksonville, Florida, and Washington, D. C. At the Jacksonville hearing the Florida shippers were heard, and at the Washington hearing the receivers of Florida perishables presented their evidence. Over two hundred exhibits were introduced and a vast volume of testimony adduced in this proceeding. March 22, 1925, was set for the filing of briefs. The Florida Railroad Commissioners' brief is now in course of preparation and will be filed on or before the date designated. The Interstate Commerce Commission also set this proceeding down for oral argument before Division B at Washington, D. C., April 3, 1925. Counsel Calkins, for the Florida Commission, as representing the shippers, appeared at Washington on April 3, and participated in the oral argument thereof.

On April 8, 1926, the Interstate Commerce Commission rendered a decision upholding the contentions of the Florida Railroad Commission, thus assuring a continuance of the service.

Mr. Calkins represented the Florida shippers in this case.

9. Investigation and Suspension Docket No. 2332, Wet Phosphate Rock from Interior Florida points to Jacksonville, Florida.

This proceeding drew out of the Seaboard Air Line's

cancellation of all rates on wet phosphate rock from all points of production on its line in the State of Florida to Jacksonville, Florida, when for export or reshipment by rail or water.

The Jacksonville Chamber of Commerce, through its traffic manager, protested the cancellation of these rates; and the Florida Railroad Commissioners were requested to file a formal complaint with the Interstate Commerce Commission asking the suspension of the tariff carrying the cancellation of the rates mentioned.

On January 10, 1925, the Florida Railroad Commissioners presented their formal complaint in this connection to the Interstate Commerce Commission, and on February 4, 1925, the tariff carrying the cancellation of rates referred to was suspended. Hearing was set for February 26, 1925, at Jacksonville, Florida, and Mr. Calkins appeared for Florida shippers.

At the hearing, exhibits were filed showing the effect of the proposed cancellation, and many witnesses were heard on behalf of protestants.

A final decision has been handed down by the Interstate Commerce Commission sustaining the position of the Florida Railroad Commission.

10. Investigation and Suspension Docket No. 2354, Basing rates on Paving Brick, C. L., from Jacksonville, Florida, to Florida points.

In this proceeding the Atlantic Coast Line Railroad and the Seaboard Air Line Railway filed their joint tariff increasing their brick rates  $1\frac{1}{2}$  cents per hundred pounds from Jacksonville (when from points on the Southern Railway) to Florida points.

Shippers protested the proposed increase in the proportional rate and the Florida Railroad Commissioners were requested to take the proper proceeding to the end of procuring a suspension and cancellation of the said proposed increase.

On February 21, 1925, the Florida Railroad Commissioners filed with the Interstate Commerce Commission

their formal petition for suspension of the proposed increases, and on February 28, 1925, the Interstate Commerce Commission suspended the carriers' tariff carrying the advances in the interstate proportional rates on brick.

Mr. Calkins represented the Florida Commission at a hearing held in April, 1925, and a decision was later rendered sustaining the position of the Florida Railroad Commission.

11. Line Haul Rates on Citrus Fruits, Vegetables, Melons, Pineapples, and Strawberries from Florida to all destinations in the United States and Canada; and minima on Citrus Fruits and Vegetables.

The Florida growers and shippers, in convention assembled, requested the Florida Railroad Commissioners to attack the interstate transportation rates on all Florida fruits and vegetables. Pursuant to this request the Florida Railroad Commissioners have prepared a formal complaint against all the railroads in the United States assailing the rates and charges on carload shipments of Oranges, Grapefruit, Tomatoes, Celery, Watermelons, Potatoes, Cantaloupes, Cabbage, Pineapples, Lettuce, Peppers, Cucumbers, Strawberries and mixed vegetables. This complaint also asks for a revision of the existing minima on citrus fruits and vegetables.

This cause is doubtless the largest rate case ever launched on behalf of the Florida shippers. It required a year and a half of painstaking study and work by Mr. Calkins to prepare the way for a proceeding of this magnitude. By this proceeding it is hoped that a substantial reduction in rates may be brought about.

The formal complaint was filed by Mr. Calkins, March 30, 1925, and the case, as Docket No. 16939, was heard before Interstate Commerce Commission Examiner Hillyer at Orlando, November 4th to 18th, 1925, at which time I appeared as Counsel for the Commission, Mr. Calkins having resigned in the meantime.

Completion of testimony was not had at the Orlando hearing and the matter was further heard at Jacksonville,

Fla., April 19th to May 6th, 1926, and adjournment taken for the purpose of completing the hearing at Washington, D. C.

Some idea of what is involved in this case can be gained by considering the fact that to date over twenty-five hundred pages of verbal testimony have been taken and over five hundred different exhibits filed in evidence by the parties.

In Docket No. 16939 the Growers and Shippers League of Florida, through C. R. Marshall, commerce attorney, of Washington, D. C., intervened in the proceeding, and inasmuch as the Florida Railroad Commissioners and the Growers and Shippers League have identical interests in the outcome of the rate adjustment sought, the case has thus far been presented as if it were a joint complaint filed by both.

Owing to the volume of evidence to be considered, a decision in this case cannot be hoped for before the middle of 1927, at which time a material readjustment of the rates and minima on Florida perishables is expected to be made, and a substantial reduction in freight charges obtained by reason of the increased loadings being made by the shippers.

12. Gadsden County Truck Growers Association vs. S. A. L. Ry. Co., et al. This was a complaint filed through F. E. Harrison, Jr., of Tallahassee, attacking rates on perishables from Gadsden, Leon and Jefferson counties. Counsel for the Railroad Commission appeared at the hearing of the complaint held in Tallahassee and Jacksonville, and rendered what assistance he could toward the relief sought.

A proposal has already been voluntarily offered by the carriers to reduce some of the rates under attack, but further concessions are sought in addition to those proposed, and accordingly the case has been briefed and submitted for formal decision.

13. Railroad Commissioners of Florida vs. Jacksonville Terminal Company, Mandamus in Supreme Court of Florida to require the Terminal Company to obey an order of



the Railroad Commissioners providing for an abatement of discrimination practiced by the said company in checking baggage at the Jacksonville Union Depot.

An agreed statement of facts was filed in the Supreme Court and the case was orally argued by Counsel in support of a motion for a peremptory writ.

In an opinion handed down by Judge Whitfield on December 4, 1925, the peremptory writ was denied, although most of the legal contentions of the Railroad Commissioners were sustained as sound. This case will be found reported in 106 Southern Reporter, page 576. Judge Ellis filed a dissenting opinion.

An amended order to meet the holding of the Supreme Court on the subject of requiring bond is advised to be made.

14. Railroad Commissioners of Florida vs. Seaboard Air Line Railway and the Atlantic Coast Line Railroad Company, Mandamus in the Supreme Court of Florida to require said railroads to obey the Railroad Commissioners' order of April 18, 1923, ordering said railroads to construct such tracks and switches at Bradenton as will enable said carriers to transport cars to and from each other's lines of said city.

The answer of the Seaboard Air Line Railway raised the question of the State Commission's authority to order the construction of an interchange track.

This case is at issue and will be argued when reached on the docket of the Supreme Court.

15. Railroad Commissioners of Florida vs. Seaboard Air Line Railway Company and the Atlantic Coast Line Railroad Company, Mandamus in the Supreme Court of Florida to enforce application of interstate rates on movements of petroleum and its products from water-side storage at Jacksonville and Tampa to points in Florida.

Answer of the respondents was filed alleging that the oil movement from the ports is interstate and not intrastate.

Counsel for the Railroad Commission filed a motion to

strike certain portions of the answers filed and also for a peremptory writ. Oral argument was heard by the Supreme Court on April 26, 1926, and on June 29, 1926, the Supreme Court, in an opinion by Judge Ellis, awarded a peremptory writ as prayed for by the Railroad Commissioners.

An appeal to the United States Supreme Court is expected to be made in this case.

The effect of this decision is to materially reduce the amounts collected by carriers in freight charges on petroleum shipments from Jacksonville and Port Tampa over the A. C. L. Railroad and S. A. L. Ry. Co. lines.

16. Railroad Commissioners of Florida vs. Seaboard Air Line Railway Company and Georgia Southern & Florida Railway Company, Mandamus in the Supreme Court of Florida to enforce the said railroads to erect canopy sheds in connection with their union depot at Lake City, Florida.

The railroads filed defenses questioning the State's authority to require the erection of sheds at depots and setting up the further defense that the matter was one entirely of Federal control under the United States Statutes.

In an opinion handed down by Judge Terrell, reported in 104 So. 602, the Supreme Court upheld the jurisdiction of the Railroad Commissioners to make an order of this character, but required the order in this case to be amended so as to require each railroad severally, and not jointly, to construct the sheds specified.

The S. A. L. Ry. Co. thereupon abandoned any further resistance to compliance with the order and proceeded to build the shed required of it. However, the G. S. & F. Ry. Co. continues to resist the enforcement of the order and the matter will therefore have to be settled by a further order of the court.

This case has been fully briefed and all that remains is for the court to reach the matter on its docket.

17. Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company, Charlotte Harbor & North-

ern Railway Company, and East & West Coast Railway, Mandamus in the Supreme Court of Florida to require the erection of a union depot at Arcadia, Florida.

The East & West Coast Railway answered the alternative writ denying the State's authority to order the erection of a union depot. The Atlantic Coast Line Railroad raised the same question by a demurrer which was heard by the Supreme Court in December, 1924, and overruled. The Atlantic Coast Line was required to answer. Their answer has been filed. Decision in this case is being awaited in the Supreme Court.

17. Railroad Commissioners of the State of Florida and Atlantic Coast Line Railroad Company, Mandamus in the Supreme Court of Florida to enlarge the switching limits of Sanford, Florida, to include Whitner's Siding.

The railroad has filed its answer to the writ alleging that the facts do not justify the order sought to be enforced.

Issue has been joined on the answer as a whole, and the Court appointed, on stipulation, a Court Commissioner to take the testimony. This testimony has now been taken and all that remains to be done is to argue the case before the Supreme Court when it is reached on its docket.

19. Railroad Commissioners of Florida vs. Clyde Steamship Company.

Mr. Calkins was requested by the Commission to prepare a suit in the Supreme Court of Florida to require the Clyde Steamship Company to obey Florida classification on shipments by water from Jacksonville to Miami. Such a proceeding was prepared by me immediately upon my coming into office as Mr. Calkins' successor and an alternative writ has been issued by the Supreme Court.

The respondent has filed its demurrer to the alternative writ, asserting that jurisdiction over water traffic between Miami and Jacksonville is in the U. S. Shipping Board and not in the Florida Railroad Commission.

This case has been fully briefed and only awaits being reached on the docket of the Supreme Court for final disposition.

20. Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company.

Mr. Calkins was requested by the Commission to file mandamus proceedings in the Supreme Court to require the Atlantic Coast Line Railroad Company to improve and enlarge its facilities at Beresford, Florida, as ordered by the Commission by Order No. 814, of December 29, 1924.

Such proceeding was prepared by me and an alternative writ of mandamus issued by the Supreme Court.

The respondent confessed the legality of the order sought to be enforced and made the required improvement in its facilities at Beresford.

21. Railroad Commissioners of the State of Florida vs. Atlantic Coast Line Railroad Company.

On December 29, 1924, the Railroad Commissioners fined the Atlantic Coast Line Railroad Company \$1,000.00 for violation of Rule No. 24, Section 3, Rules and Regulations of the Railroad Commissioners for the government of transportation of persons and property by common carriers.

The Railroad Commissioners had requested Mr. Calkins to file proceedings against the Atlantic Coast Line Railroad Company in the proper court to require said railroad company to pay this sum of money in the State Treasury as required by statute.

Such a suit was accordingly prepared by me and filed in the Circuit Court of Orange County.

A demurrer to defendant's pleas in this case was recently argued before Judge Frank A. Smith, in Circuit Court at Orlando, but no decision has yet been announced by him in the matter.

22. Railroad Commissioners vs. S. A. L. Ry. Co. Supreme Court. Mandamus proceeding.

This is a proceeding to require the S. A. L. Ry. Co. to construct a new passenger depot at Dade City, Fla., as ordered by the Commission.

The case is pending on a motion filed by me for a per-



emptory writ, has been fully briefed, and now awaits only the final decision of the Supreme Court when it is reached on its docket. The holding of the Supreme Court in the Lake City Train Shed case largely settles all the questions raised as a defense in this case.

23. Railroad Commissioners vs. S. A. L. Ry. Co. Supreme Court. Mandamus proceeding.

This is a mandamus proceeding to require the S. A. L. Ry. Co. to erect a new passenger depot at Starke, Fla.

The railroad company has filed an answer to the alternative writ, to which answer a motion for a peremptory writ has been filed.

The case has been fully briefed and nothing now remains to be done except to argue the case before the Supreme Court when such case is reached on its docket.

24. Investigation and Suspension Docket No. 2650, Interstate Commerce Commission.

This was a protest filed by the Florida Railroad Commission and others against a special rule filed by the carriers undertaking to levy a special charge for use of refrigerator cars for less than carload movements.

As Counsel, I joined, preparing a brief filed in support of the protest.

Respectfully submitted,  
 FRED H. DAVIS,  
 Special Counsel.

## REPORT OF TELEPHONE ENGINEER

The growth of the Telephone business in this State may be taken as an accurate index of the steady and uninterrupted development which is taking place, and it makes clearer than ever that the unfavorable comments which have had circulation in various parts of the country have come from the erroneous focussing of attention on the operations of irresponsible speculators in real estate. However, the hectic hue which the activities of these speculators had cast over the general activities of the State for the time being, has now dissolved and the conditions as revealed by the present activities, indicate a healthy and normal development.

As stated in the Report for last year, many telephone exchanges had reached a transition stage. That is, the time had arrived when local conditions required a new type of equipment to meet the increasing demands for service. But the telephone companies during the past year have been carrying out a big program of reconstruction and extension work to meet these changing conditions. Large sums of money have been invested in buildings and switchboards. Owing to the unusual labor situation the larger companies are installing automatic switching machinery, and the heavy investments in these switchboards makes it necessary to construct fire-proof buildings. This has made the investment in telephone properties much higher per unit of plant than that of the plants replaced. In consequence of this higher investment, it has been found necessary to readjust the schedule of rates in a number of cases in order to give a return which will make it possible for the companies to attract further capital to meet the increasing demands for service. In fact, some of the smaller companies found they were unable to carry out their program of extension work because it was impossible to obtain money in small amounts at the rate of interest they could afford. Several sales and consolidations of telephone properties was the outcome of this and the Railroad Commissioners approved of the sales and consolidations, the

orders of approval for which are given elsewhere in the Annual Report.

The following figures are made up from the annual statements of telephone stations which the telephone companies are required to report to the Railroad Commission each year. A telephone station is the unit of equipment which is subscribed for. A subscriber may use one or more stations in his business.

Year.	No. of Telephone Stations.	Per Cent Increase.
1918.....	50,704	9.4
1919.....	56,002	12.3
1920.....	62,936	15.7
1921.....	72,583	9.6
1922.....	79,900	14.1
1923.....	91,223	20.1
1924.....	109,630	20.0
1925.....	131,601	...

The above figures do not indicate that there has been any violent fluctuations, but on the contrary, a steady upward trend; in fact the progress has been so steady that a forecast for some years ahead could be safely made from these figures.

The following statement gives a comparison of the number of telephones per 1,000 population for the State and a comparison with that for the country as a whole. In this comparison is shown the character of the steady development as referred to in the above statement.

Year.	Number of Telephones per 1,000 Popula- tion Florida.	Number of Telephones per 1,000 Popula- tion, U. S.
1902.....	14	30
1907.....	25	70
1912.....	40	92
1917.....	53	112
1922.....	77	130
1925.....	103	...

## INSPECTIONS, INVESTIGATIONS AND APPRAISALS MADE BY TELEPHONE ENGINEER.

Inspecting telephone properties at Center Hill, Wildwood, Mount Dora, Umatilla, Port St. Joe, Apalachicola, Ponce DeLeon and Sarasota.

Appraising and investigating accounts of the Winter Park Telephone Exchange.

Inspection of Eustis Telephone Exchange. Testing service and interviewing subscribers.

Investigating and checking appraisals of Tampa Telephone Exchange in connection with application of Peninsular Telephone Company for rate increase.

Attending conference of Public Service Commission Engineers in Washington.

Investigating complaints of poor telephone service and interviewing complainants at Miami and Palatka.

Auditing books of Winter Park Telephone Company in connection with application of Winter Park Telephone Company for increase of local exchange rates at Winter Park.

Checking appraisal of Telephone property at Eustis in connection with application of Lake County Telephone Company for increase of local exchange rates at Eustis.

Attending hearing and giving testimony at public hearing at Winter Park in connection with application of the Winter Park Telephone Company for increase of local exchange rates.

Making investigation of Brevard County Telephone properties in connection with application of Southern Bell Telephone Company for increase of local exchange rates.

Investigating data submitted by the Southern Bell Telephone Company in their general offices at Atlanta in connection with their application for reclassification of Toll Rates.



The following is a list of places where inspections of Telephone properties were made, and subscribers interviewed by the Assistant Telephone Engineer:

Avon Park	Key West
Alachua	Kissimmee
Apalachicola	Leesburg
Bushnell	LaBelle
Bowling Green	Lake Butler
Brooker	Lake City
Blountstown	Live Oak
Bonifay	Lynn Haven
Bunnell	Malone
Center Hill	Mayo
Crescent City	Madison
Callahan	Marianna
Carrabelle	Milton
Chipley	Molino
Cottondale	Monticello
Crestview	New Smyrna
Dade City	Ocala
Daytona Beach	Okeechobee City
DeFuniak Springs	Oviedo
Eustis	Palatka
Everglades	Panama City
Fernandina	Pensacola
Fort Myers	Perry
Flagler Beach	Ponce de Leon
Gainesville	Port St. Joe
Geneva	Punta Gorda
Greenville	Quincy
Green Cove Springs	Sanford
Graceville	Sebring
Hampton	St. Cloud
Hastings	St. Augustine
High Springs	Starke
Homestead	Tavares
Interlachen	Umatilla
Jasper	Valparaiso
Jacksonville Beach	
Jennings	

## INFORMAL CASES

1. Failure to supply refrigerator cars.—Jeffords & Smoyers, Clearwater, vs. Atlantic Coast Line. Cars secured.

2. Petition to require construction of private connecting track.—Auburndale Citrus Growers Association, Auburndale, vs. Atlantic Coast Line. No jurisdiction. Subject to contract between industry and railroad company.

3. Refusal of telephone service to employees, also furnishing day and night service. W. J. Durant, Cottondale, vs. Cottondale Telephone Co. Satisfied.

4. Unsatisfactory party line service.—P. B. Dick, New Smyrna, vs. Southern Bell Tel. & Tel. Co. Adjusted. Line repaired.

5. Delayed freight service, Walton to Jacksonville.—E. R. Ensey, Walton, vs. Florida East Coast. Handled for improvement of service.

6. Delayed freight service, Key West extension.—W. B. Cline, et al., Rock Harbor, vs. Florida East Coast. Adjusted. No further complaint received.

7. Collection of desk equipment charge, not billed in error.—R. C. Kellogg, Clarcona, vs. Lake County Telephone Co. Legal charge and should be collected.

8. Discontinuing Longwood as flag stop for train 83; establishing as stop for train 82 and siding facilities.—Longwood Chamber of Commerce and Lake Jessup Land Co., Longwood, vs. Atlantic Coast Line Railroad. Satisfied.

9. Unsatisfactory telephone service, Miami.—Mercer & Harris, Miami, vs. Southern Bell Tel. & Tel. Co. Satisfied.

10. Unsatisfactory telegraph service, Fairfield.—G. H. Whittington Co., Fairfield, vs. Tampa & Jacksonville Railway. Service improved.

11. Unsatisfactory telephone service, Miami.—J. A. Herring, Jr., Miami, vs. Southern Bell Tel. & Tel. Co. Adjusted.

12. Unsatisfactory telephone service, Miami.—Robert

S. Taylor, Miami, vs. Southern Bell Tel. & Tel. Co. Adjusted.

13. Passenger train and agency service, San Antonio.—San Antonio Chamber of Commerce vs. Atlantic Coast Line. Electric lights installed in depot.

14. Dismantling of station buildings, Forest City and Paola.—Application of Atlantic Coast Line. Approved. Sheds to be provided at these points.

15. Dismantling of station building, Bellaire.—Application of Atlantic Coast Line. Approved.

16. Delayed installation of telephone station at Seville.—A. M. Prevatt, Seville, vs. Crescent City Telephone Co. Station installed.

17. Withdrawal of Seville as flag stop.—J. L. Robinson, et al., vs. Atlantic Coast Line. Train No. 85 restored to stop on flag. Train No. 80 not justified to make stop.

18. Dismantling of station building at Parker's Crossing.—Application of Atlantic Coast Line. Approved.

19. Rate on car foundry material.—Skinner Machinery Co., Dunedin, vs. Atlantic Coast Line. Satisfactorily adjusted.

20. Changing location of agency from Yukon to Orange Park.—Application of Atlantic Coast Line. Approved.

21. Delayed delivery of telegram.—H. A. Osteen, New Smyrna, vs. Western Union Telegraph Co. Satisfied.

22. Discontinuing Val Roy as flag stop. Application of Atlantic Coast Line. Approved.

23. Rules governing use of station.—W. R. Dixon, Cottdale, vs. Cottdale Telephone Co. (a) Employee authorized to use station in connection with employer's business. (b) Employee can use station for necessary and reasonable personal or social purposes. (c) Cannot use employer's telephone for personal business.

24. Passenger train connection, Sampson City.—Commission vs. Tampa & Jacksonville Railway. Not justified.

25. Failure to supply equipment.—G. A. Martin, Wildwood, vs. Seaboard Air Line Railway. Cars furnished.

26. Application for rural service.—McKeithen & Co., Tisonia, vs. Southern Bell Tel. & Tel. Co. No facilities. Construction of line not justified. Farmer line service offered.

27. Establishment of agency service, McCall.—John Densten, McCall, vs. Charlotte Harbor and Northern Railway. Revenue insufficient.

28. Supplying trashy cars.—Blowers Lime & Phosphate Co., Ocala, vs. Atlantic Coast Line. Adjusted.

29. Failure to make messenger delivery of telegrams after telephoning.—Hampton A. Wade, Ft. Myers, vs. Western Union. Corrected.

30. Delay in transit car scrap iron.—Kaufman Metal Co., Jacksonville, vs. Florida East Coast. Cars promptly forwarded.

31. Weight on cars; Car supply.—Commercial Lime Co., Reddick, vs. Atlantic Coast Line. Adjusted.

32. Delay in transit, oranges, Osteen to Jacksonville.—Alexander & Baird Co., Beresford, vs. Florida East Coast. Adjusted.

33. Refusal to check cars and give straight bills of lading.—Center Hill Truck Growers Association, Center Hill, vs. Atlantic Coast Line. Interstate shipments. Handled with Interstate Commerce Commission for correction.

34. Failure to give freight service.—Campville Turpentine Co., Campville, vs. Seaboard Air Line. Adjusted.

35. Unsatisfactory express service, refusal to accept shipments of shrimp.—J. A. Smith, St. Augustine, vs. American Railway Express. Adjusted.

36. Delay in placing order notify shipments of automobiles at unloading platform.—Ray B. Craille Co., Tampa, vs. Atlantic Coast Line. Agent instructed to place cars promptly.

37. Refusal to supply refrigerator cars for un-iced shipments citrus fruits.—P. H. Varn, Plant City, vs. Seaboard Air Line. Adjusted.



38. Failure to supply cars.—Alexander Baird Co., Beresford, vs. Atlantic Coast Line. Adjusted.

39. Shipments delayed in transit.—Knotss Supply Co., Inglis, vs. Florida Central & Gulf. Adjusted.

40. Failure to stop trains at depot building.—C. H. Hunter, Hollister, vs. Atlantic Coast Line. Dismissed.

41. Failure to supply iced refrigerator cars.—H. J. Crenshaw & Co., Coleman, vs. Seaboard Air Line. Satisfied.

42. Discrimination and undue advantage taken by operator at Bowling Green.—L. A. Ratcliff, et al., Bowling Green, vs. Western Union Telegraph Co. Adjusted.

43. Embargo on road material.—State Road Department vs. Atlantic Coast Line and Seaboard Air Line. Embargo necessary to clear accumulation resulting from flood conditions in Georgia.

44. Failure to furnish refrigerator cars.—B. C. Bridges. Coleman, vs. Seaboard Air Line. Caused by congestion. Relieved.

45. Delay in transit, car structural steel.—H. E. Boerlin, St. Petersburg, vs. Seaboard Air Line. Held up account accumulation resulting from floods. Assistance given in moving promptly.

46. Rough handling of freight shipments.—S. R. Fussell, St. Catherine, vs. Seaboard Air Line. Handled for improvement.

47. Routing of toll messages, Ocala-Orlando.—Ocala Telephone Company. Inquiry. Dependent upon terms of contract with Southern Bell. Contract permitting free routing would not be objected to provided regular direct mileage rate charged.

48. Delayed passenger train service, Brooksville.—Kiwanis Club, Brooksville, vs. Atlantic Coast Line. Service improved.

49. Refusal of agent to receive shipment after office hours under emergency conditions.—R. C. Burns, Canaveral, vs. American Railway Express Co. Adjusted.

50. Closing South Jacksonville office.—Application of Postal Telegraph-Cable Co. Approved.

51. Delay in transit, l.c.l. shipments from Jacksonville.—C. H. Preston & Son, Crescent City, vs. Atlantic Coast Line. Service improved.

52. Embargo of road material.—Contractors vs. Atlantic Coast Line and Seaboard Air Line. Handled for improvement.

53. Car naval stores lost in transit.—Carson Naval Stores Co., Jacksonville, vs. Georgia, Southern & Florida. Car located and delivered.

54. Lighting depot at Greenville.—Town Council, Greenville, vs. Seaboard Air Line. Lights installed.

55. Inadequacy of depot facilities.—Altamonte Chamber of Commerce, Altamonte Springs, vs. Atlantic Coast Line. Improvements made.

56. Closing of freight stations for summer half-holidays.—Applications of Florida carriers. Approved.

57. Delaying delivery movement car of crate material.—Alexander & Baird Co., Beresford, vs. Atlantic Coast Line. Delivery secured.

58. Refusal to permit employees to use telephone.—Atlanta & St. Andrews Bay Railway vs. Cottdendale Telephone Co. See Complaint No. 23.

59. Petition for authority to construct warehouse and office on right-of-way.—Florahome Produce Exchange, Florahome, vs. Georgia, Southern & Florida. Satisfied.

60. Delayed freight service, Sanford and South Florida points.—Chase & Co., Sanford, vs. Atlantic Coast Line. Handled for improvement of service.

61. Establishment of motor car service, Perry-Flint Rock, for period of one year.—Application of Live Oak, Perry & Gulf. Approved.

62. Poor telephone service.—L. C. Mount, Miami, vs. Southern Bell Tel. & Tel. Co. Line repaired.

63. Substituting platform for station building at Le Roy.—Application of Atlantic Coast Line. Approved.

64. Construction of private cattle-loading pen at Boca

Raton.—Dr. P. Phillips Co., Orlando, vs. Florida East Coast Railway. No jurisdiction, but assistance given in securing facility.

65. Shortage of equipment.—Acme Sand Co., Eustis, vs. Atlantic Coast Line. Handled for improvement.

66. Closing toll station at Rateliff.—Application of Southern Bell Tel. & Tel. Co. Approved.

67. Equipment for moving material for construction of State Road No. 8.—Connors' Florida Highway vs. Atlantic Coast Line and Seaboard Air Line. Assistance given.

68. Delayed train service into Inglis.—C. J. Hodges, Inglis, vs. Florida Central and Gulf. Caused by burned trestle. Service restored.

69. Discontinuance of telephone station account delayed settlement damage claim.—Board of County Commissioners vs. Ocala Telephone Co. Service ordered restored.

70. Petition to establish telegraph service at St. Cloud.—Wm. Landiss, St. Cloud, vs. Western Union Telegraph Co. No authority to require new line built. Assistance given and office opened.

71. Establishing rates for new exchange at Kelsey City.—Application of Southern Bell Tel. & Tel. Co. Approved.

72. Overcharge on child's fare ticket.—John W. Watson, Miami, vs. Florida East Coast Railway. Corrected. Refund made.

73. Delayed installation telephone station.—Barrett & Sibley, Miami, vs. Southern Bell Tel. & Tel. Co. Satisfied.

74. Establishing farmer and extra mileage charges, Brevard County exchanges.—Application of Southern Bell Tel. & Tel. Co. Approved.

75. Changing schedule on St. Marks Branch. Application of Seaboard Air Line. Approved.

76. Petition for telegraph service at Graceville.—Graceville Truck Growers Association vs. Western Union Telegraph Co. No authority to require new line built. Revenue insufficient for independent office. No railroad telegraph office maintained.

77. Moving station building at Stanton to new location.—Application of Atlantic Coast Line. Approved.

78. Delayed installation of telephone.—A. J. Rice, Jacksonville, vs. Southern Bell Tel. & Tel. Co. Station installed.

79. Unsatisfactory telephone service.—Palatka-Putnam County Real Estate Board, Palatka, vs. Southern Bell Tel. & Tel. Co. Exchange inspected by telephone engineer. Service improved.

80. Proposed change passenger train schedule Cedar Key Branch.—W. R. Hodges, et al., Cedar Key, vs. Seaboard Air Line Railway. Satisfied.

81. Unsatisfactory telephone service.—F. C. Bryan, Kissimmee, vs. Kissimmee Telephone Co. Service improved.

82. Furnishing trashy cars.—American Cyanamid Co., Brewster, vs. Atlantic Coast Line. Carrier takes position not its duty to clean cars.

83. Removal of loading facilities at Millwood siding.—E. H. Hopkins, Reddick, vs. Atlantic Coast Line. Private siding; no jurisdiction.

84. Delayed installation telephone station.—McClelland & Gordon, Miami, vs. Southern Bell Tel. & Tel. Co. Withdrawn.

85. Delayed installation telephone station.—Geo. L. Bussell, Jacksonville, vs. Southern Bell Tel. & Tel. Co. Service secured.

86. Failure to provide screens in day coaches.—E. G. Johnson, West Palm Beach, vs. Florida East Coast. Screens installed in all day coaches on F. E. C.

87. Seasonal discontinuance of winter trains.—Application of Seaboard Air Line. Approved.

88. Discontinuance telephone station.—T. D. Woodberry, Quincy, vs. Quincy Telephone Co. Service ordered restored.

89. Discontinuance toll station River Landing.—Application of Southern Bell Tel. & Tel. Co. Approved.



90. Delayed installation telephone station.—Mrs. R. G. Rich, Buena Vista, vs. Southern Bell Tel. & Tel. Co. Corrected.

91. Discontinuance Thronotosassa agency during summer months.—Application Atlantic Coast Line. Denied.

92. Discontinuance of seasonal offices. Application of Postal Telegraph-Cable Co. Approved.

93. Discontinuance of S. A. L. agency at Elfers.—J. M. Mitchell, Elfers, vs. Seaboard Air Line Railway. Formal docket.

94. Assessment of storage charge on baggage.—L. J. Porter, Greenville, vs. Seaboard Air Line. Twenty-four hours' free time allowed; charge of 30c per piece per day thereafter.

95. Discontinuance of Fort Green Springs agency during summer months. Application of Charlotte Harbor & Northern. Approved, provided caretaker placed in charge.

96. Failure to make connection with S. A. L. at West Palm Beach.—Henry H. Love, St. Petersburg, vs. Florida East Coast Railway. Investigated for improvement of service.

97. Changing dimensions of depot at Tacoma.—Application of Atlantic Coast Line. Approved.

98. Delayed installation of telephone.—J. Roy Tracy, Miami, vs. Southern Bell Tel. & Tel. Co. Station installed.

99. Establishing public booth.—J. C. Getzen, Webster, vs. Sumter County Telephone Co. Satisfied.

100. Delayed delivery telegram.—A. T. Snodgrass, Kissimmee, vs. Western Union Telegraph Co. Satisfied.

101. Establishing agency at Gulf Red.—A. J. Mussell, Chipley, vs. Birmingham, Columbus and St. Andrews Railroad. Open.

102. Freight delivery service, Ft. Meade.—Flynn-Harris-Bullard Co., Tampa, vs. Atlantic Coast Line. Satisfied.

103. Proposed increase in four-party exchange rates.—W. K. Cummings, St. Petersburg, vs. Peninsular Telephone Co. Subject to formal hearing.

104. Failure to provide ice water in Perry depot.—Commission vs. Live Oak, Perry & Gulf. Satisfied.

105. Petition for union passenger station, Palmetto.—A. M. C. Russell, et al., Palmetto, vs. Atlantic Coast Line and Seaboard Air Line. Held pending decision of Supreme Court in like cases.

106. Petition to require telephone station in depot, Crescent City.—Chamber of Commerce, Crescent City, vs. Atlantic Coast Line. Telephone installed by Western Union.

107. Unsatisfactory telephone service, Sebring-Lake Stearns line.—E. J. Etheredge, DeSoto City, vs. Mitchell Telephone Co. Adjusted.

108. Delayed installation, Miami.—R. T. Peterson, Miami, vs. Southern Bell Tel. & Tel. Co. Station installed.

109. Closing of toll stations at Cottage Hill and Quintette.—Application of Southern Bell Tel. & Tel. Co. Approved.

110. Discontinuance of Spring Park as non-agency station.—Application of Seaboard Air Line. Approved.

111. Unsatisfactory telephone service, Mason Hotel, Jacksonville.—Commission vs. Southern Bell Tel. & Tel. Co. Satisfied.

112. Unsatisfactory long distance service.—C. E. Prevatt, Crescent City, vs. Southern Bell Tel. & Tel. Co. Trouble cleared.

113. Failure to deliver shipment of eggs.—J. E. Rogers, Palatka, vs. American Railway Express Co. Satisfied.

114. Petition for extension of express delivery limits, Punta Gorda.—J. H. Howard, et al., vs. American Railway Express Co. Satisfied.

115. Petition for agency at Alturas.—Civic Club, Alturas, vs. Seaboard Air Line Railway. Agency installed.

116. Interrupted telephone service.—Clearwater Island Bridge Co. vs. Peninsular Telephone Co. Dismissed.

117. Petition to close Lake Jem agency during summer months.—Application Seaboard Air Line. Denied.

118. Delayed installation of telephone.—J. M. Jensen, Pensacola, vs. Southern Bell Tel. & Tel. Co. Satisfied.

119. Delayed installation of telephone.—Seaboard Oil Co., Miami, vs. Southern Bell Tel. & Tel. Co. Satisfied.

120. Charges for delivering telegrams.—Merrill-Stevens Dry Dock Co., Miami, vs. Western Union and Postal Telegraph Companies. Satisfied.

121. Abandonment combination station building at Carters.—Application of Atlantic Coast Line. Approved.

122. Installing telephone in depot at New Smyrna.—H. A. Osteen, New Smyrna, vs. Florida East Coast Railway. No jurisdiction.

123. Delayed installation of telephone.—Jacksonville Economy Family Laundry, Jacksonville, vs. Southern Bell Tel. & Tel. Co. Satisfied.

124. Siding facilities, Rochelle.—R. G. Zetrouer, Rochelle, vs. Atlantic Coast Line. Investigated by Commissioner Matthews and adjusted.

125. Station in bad order.—Will S. Sterrett, Clearwater, vs. Peninsular Telephone Co. Service improved.

126. Failure deliver telegram.—W. J. Whisnant, Malone, vs. Malone Telephone Co. Charges ordered refunded.

127. Change from party to direct line service.—C. J. Harper, Jacksonville, vs. Southern Bell. Adjusted.

128. Application to move station building at Zante.—Atlantic Coast Line. Approved.

129. Abandonment station building, East Alachua.—Application Atlantic Coast Line. Approved.

130. Inadequate siding facilities.—Ocala Lime Rock Co. vs. Atlantic Coast Line. Adjusted.

131. Unsatisfactory telephone service, Miami.—F. G. Brossier, Miami, vs. Southern Bell Tel. & Tel. Co. Investigated. Due to traffic congestion.

132. Failure to furnish flat cars for loading lumber.—Fernandina Lumber Co., Fernandina, vs. Seaboard Air Line. Satisfied.

133. Express delivery limits, Miami.—Independence

Pharmacies, Miami, vs. American Railway Express Co. Satisfied.

134. Delayed installation of telephone.—Mrs. Nellie Evans, Miami, vs. Southern Bell Tel. & Tel. Co. Satisfied.

135. Interrupted telephone service, St. Petersburg.—Gulf Refining Co., St. Petersburg, vs. Peninsular Telephone Co. Satisfied.

136. Petition for improved station facilities at Hampton.—City of Hampton vs. Seaboard Air Line Railway. Improvements made.

137. Express delivery limits, Jacksonville.—Duval County Hospital vs. American Railway Express Co. Satisfied.

137-A. Delayed installation of telephone.—Mrs. S. W. Edredge, Apopka, vs. Apopka Telephone Co. Satisfied.

138. Instructions to issue circular to agents reference Rule 9 of Passenger Rules.—Commission vs. Florida Carriers. Satisfied.

138-A. Delay in putting in side track.—Howard-Dentile Mfg. Co., Sarasota, vs. Seaboard Air Line. Satisfied.

139. Side track between Highland & Maxwell.—Commission vs. Seaboard Air Line. Satisfied.

139-A. Discontinuance of flag stop at 34 M. P.—Application of Georgia, Florida & Alabama. Approved.

140. Rural telephone service.—Don Campbell, Sarasota, vs. Peninsular Telephone Co. Satisfied.

140-A. Unsatisfactory telephone service.—McCaskill, Taylor and McCaskill, Miami, vs. Southern Bell Tel. & Tel. Co. Investigated for improvement.

141. Provisions of contract for industrial siding. Florida Insecticide Co., Apopka, vs. Atlantic Coast Line. No jurisdiction. Subject to contract.

142. Protest against discontinuance of agency at Montbrook.—G. I. Randall, et al., Montbrook, vs. Seaboard Air Line. No application to close filed.

143. Delayed installation.—Cartwright, Babcock Realty Co., Stuart, vs. Southern Bell Tel. & Tel. Co. Satisfied.

144. Congested telephone service.—City of Miami



Beach vs. Southern Bell Tel. & Tel. Co. Handled for improvement.

145. Poor telephone service, Crescent City.—G. T. Graham, Lexington, S. C., vs. Crescent City Telephone Co. Inspection made by engineer. Adjusted.

146. Insanitary Pullman car, Tallahassee.—Wm. H. Rogers, Jacksonville, vs. Pullman Company. Adjusted.

147. Unsatisfactory telephone service and facilities.—Town of Port Orange vs. Port Orange Telephone Co. Exchange abandoned. New exchange built by Southern Bell.

148. Toll rates to apply particular party and number to number rates, West Palm Beach, Lake Worth, Delray, Cocoa, Titusville, Melbourne, Ft. Pierce, Vero, Jensen.—Application of Southern Bell Tel. & Tel. Co. Approved.

149. Congested telephone service, Miami.—Miami East Coast Realty Co. vs. Southern Bell. Due to traffic congestion. Handled for improvement. New facilities being provided.

150. Congested telephone service, Miami.—J. W. Watson, Jr., Miami, vs. Southern Bell Tel. & Tel. Co. Due to overloaded lines. Handled for improvement. New facilities being provided.

151. Unsatisfactory long distance service, Milton.—Martin & Co., Milton, vs. Gulf Tel. & Tel. Co. Investigated for improvement.

152. Failure to deliver at non-agency station.—Volco Cypress Co., Volco, vs. American Railway Express Co. Adjusted.

153. Delay in supplying cattle car, Tallahassee.—Commission vs. Seaboard Air Line. Satisfied.

154. Delay in transit, l.c.l. shipments.—J. H. Preston & Son, Crescent City, vs. Atlantic Coast Line. Handled for improvement of service.

155. Delayed passenger train service.—C. I. Brooks, Miami, vs. Florida East Coast Railway. Due to traffic congestion. Handled for improvement.

156. Refusal to transmit press dispatches, Panama

City.—Bay County Beacon-Tribune vs. Western Union Telegraph Co. Satisfied.

157. Delay in transit, car lumber, Dunnellon to Inglis.—Eugene Knotts, Inglis, vs. Atlantic Coast Line. Adjusted.

158. Failure to supply flat cars.—Fernandina Lumber Co., Fernandina, vs. Seaboard Air Line. Satisfied.

159. Interrupted telephone service.—J. M. Gornto, Mayo, vs. Florida Telephone Co. Satisfied.

160. Routing of shipments to embargoed territory. Ed R. Neff, Miami Beach, vs. Florida East Coast Railway. Instructions given as to securing permits.

161. Telephone service at Miami. Report of Assistant Telephone Engineer.—Congestion due to heavy traffic. New facilities being provided as rapidly as possible.

162. Unsatisfactory telephone service and facilities, rural, Quincy.—D. A. Avant. Mt. Pleasant vs. Quincy Telephone Co. Line inspected by telephone engineer. To be reconstructed.

163. Removal of freight track from streets of Stuart.—City of Stuart vs. Florida East Coast Railway. Satisfied.

164. Unsatisfactory telephone service, Miami.—T. A. Winfield, Little River, vs. Southern Bell Tel. & Tel. Co. Investigated for improvement.

165. Congested telephone service, Miami.—Fidelity Trustees Co., Miami, vs. Southern Bell Tel. & Tel. Co. Due to overloaded lines. New facilities being provided.

166. Inadequate telephone service, Melrose.—Ernest F. Whitney, Melrose, vs. Southern Bell Tel. & Tel. Co. Satisfied.

167. Unsatisfactory telephone service, Sarasota.—Hillcrest Mfg. Co., Sarasota, vs. Peninsular Telephone Co. Satisfied.

168. Proposed removal of siding facilities, Clarcona.—Chamber of Commerce, Clarcona, vs. Atlantic Coast Line. Adjusted.

169. Express not delivered within city limits.—S. M. B.

General Merchandise Co., Eustis, vs. American Railway Express Co. Satisfied.

170. Shortage of cars for moving road material.—Pinellas County Commissioners, Clearwater, vs. Seaboard Air Line. Adjusted.

171. Charging direct rate for three-party service.—F. S. Pedrick, Inverness, vs. Citrus County Telephone Co. Adjusted.

172. Refusal to observe shipper's routing.—Graves Bros. Lumber Co., Hosford, vs. Seaboard Air Line. Adjusted.

173. Application of Rule 27, per diem charges, cars delivered to industry track.—Maul Ojus Rock Co., Ojus, vs. Florida East Coast Railway. Adjusted.

174. Refusal of telephone service.—C. W. Wing, Bayard, vs. Southern Tel. & Tel. Co. Special line service not justified.

175. Refusal to change name of station from Zolfo to Zolfo Springs. Chamber of Commerce, Zolfo Springs, vs. Atlantic Coast Line. No jurisdiction.

176. Overloading toll line between McIntosh and Ocala.—McIntosh Telephone Co. vs. Ocala Telephone Co. Adjusted.

177. Failure to separate races in street cars.—Scott Leslie, Tampa, vs. Tampa Electric Co. Investigated for correction.

178. Delay in transit, car of log-carts.—C. F. Barber, Lacoochee, vs. Seaboard Air Line Railway. Delivery secured.

179. Changing passenger train service on Cedar Key Branch.—Application of Seaboard Air Line. Approved.

180. Inadequate service and schedule for handling fish shipments, Moore Haven.—City of Moore Haven vs. Atlantic Coast Line. Adjusted.

181. Inadequate and obsolete depot facilities, Williston.—Town of Williston vs. Seaboard Air Line. Held open at request of complainant.

182. Delayed installation of telephone.—Vickers Motor

Co., Miami, vs. Southern Bell Tel. & Tel. Co. Installation promised as soon as new facilities could be provided.

183. Seasonal passenger train schedule changes.—Application of Seaboard Air Line. Approved.

184. Failure to provide direct line service.—F. J. Vinson, Pensacola, vs. Southern Bell Tel. & Tel. Co. Satisfied.

185. Interrupted telephone service.—E. M. Pattison, Silver Bluff, vs. Southern Bell Tel. & Tel. Co. Satisfied.

186. Unsatisfactory telephone service.—L. H. Atwell, DeFuniak Springs, vs. DeFuniak Springs Telephone Co. Adjusted.

187. Unsatisfactory telephone service, Tampa.—Florida Mattress Co., Tampa, vs. Peninsular Telephone Co. Satisfied.

188. Petition to keep open Eagle Lake agency until arrival of passenger train No. 107.—W. H. Flowers, Mayor, Eagle Lake, vs. Atlantic Coast Line. Not justified; after regular office hours.

189. Delay in transit.—T. J. Mills, Miami, vs. Atlantic Coast Line. Prompt delivery secured.

190. Application to discontinue East and West Coast trains 3 and 4.—Seaboard Air Line. Approved provided motor car service maintained.

191. Siding facilities, Dundee.—C. L. Helton, Dundee, vs. Atlantic Coast Line. Additional team track built.

192. Delayed installation of station.—North Side Funeral Home, Little River, vs. Southern Bell Tel. & Tel. Co. Adjusted.

193. Obstructing premises with wires.—H. A. Dahm, Mount Dora, vs. Lake County Telephone Co. Adjusted.

194. Closing of agency at Florence Villa.—Florence Citrus Growers Association vs. Atlantic Coast Line and American Railway Express Co.—Temporarily closed account telegraphers' strike.

195. Delayed installation of telephone.—Mrs. R. W. Waters, Pensacola, vs. Southern Bell Tel. & Tel. Co. Station installed.



196. Telephone station in bad order.—J. S. Bothwell, Miami, vs. Southern Bell Tel. & Tel. Co. Satisfied.

197. Delayed installation of telephone.—John C. Wilkinson, Miami, vs. Southern Bell Tel. & Tel. Co. Station to be installed as soon as additional facilities available.

198. Closing colored waiting room, Kathleen.—Order of Railroad Telegraphers vs. Atlantic Coast Line. Adjusted.

199. Moving Maxville depot.—Commissioners vs. Seaboard Air Line. Station moved back to old location.

200. Refusal to install station on account unpaid bill.—Miss J. W. Cheatham, St. Petersburg, vs. Peninsular Telephone Co. Satisfied.

201. Petition to establish up-town telegraph office at Lake Alfred.—J. D. Miles, Mayor, Lake Alfred, vs. Western Union Telegraph Co. Adjusted.

202. Delayed installation of telephone station.—Seaboard Oil Co., West Palm Beach, vs. Southern Bell Tel. & Tel. Co. Satisfied.

203. Closing of agency account telegraphers' strike.—J. D. Burry, Orange Lake, vs. Atlantic Coast Line. Adjusted.

204. Telephone station out of service.—Mrs. G. J. Waters, Dukes, vs. Florida Telephone Co. Service restored.

205. Charging rural rates for farmer line service.—W. U. Iversen, Lakeland, vs. Peninsular Telephone Co. Adjusted.

206. Delayed installation of telephone.—G. C. Goble, South Jacksonville, vs. Southern Bell Tel. & Tel. Co. Satisfied.

207. Delayed installation of telephone.—Cartwright-Babcock Realty Co., Stuart, vs. Southern Bell Tel. & Tel. Co. Satisfied.

208. Unsatisfactory telegraph service.—Irvine Crate & Basket Co., Irvine, vs. Tampa & Jacksonville Railway. Satisfied.

209. Relocation of Durbin depot.—Application of Florida East Coast Railway. Open.

210. Delayed installation of telephone.—Ethel G. App, Miami, vs. Southern Bell Tel. & Tel. Co. Withdrawn.

211. Relocation of Hopkins depot.—Application of Florida East Coast Railway. Open.

211-A. Delayed installation of rural station.—W. G. Harrison, Lake Butler, vs. Florida Telephone Co. Adjusted.

212. Seasonal changes in passenger train schedules.—Application of Seaboard Air Line. Approved.

212-A. Unsatisfactory telephone service, Worthington Springs.—Commission vs. Florida Telephone Co. Line to be rebuilt.

213. Delayed installation of telephone.—D. L. Kinlaw, Miami, vs. Southern Bell Tel. & Tel. Co. Adjusted.

214. Petition to establish up-town telegraph office.—Chamber of Commerce, Crescent City, vs. Western Union Telegraph Co. Building being erected. Office to be established.

215. Petition to establish joint telegraph office at Dundee.—Chamber of Commerce, Dundee, vs. Western Union Telegraph Co. Revenue insufficient.

216. Failure to heat train No. 83.—Commission vs. Jacksonville Terminal Co. Satisfied.

217. Discontinuance of passenger service between Dunnellon and Inglis.—Application of Seaboard Air Line Railway. Denied. No objection to using combination coach.

218. Blocking crossing at Orange Heights.—Citizens, Orange Heights, vs. Seaboard Air Line Railway. No State law on subject. Handled for correction.

219. Unsatisfactory telephone service.—R. E. McNeill, Live Oak, vs. Florida Telephone Co. Satisfied.

220. Discontinuance of Helen as a flag stop for passenger trains.—Application of Georgia, Florida & Alabama Railway. Approved.

221. Discontinuance of Edgewater station.—Application of Florida East Coast Railway. Granted.

222. Discontinuance one round trip each day between

Fernandina and Jacksonville.—Application of Seaboard Air Line. Approval denied without formal hearing.

223. Unsatisfactory telephone service.—Chamber of Commerce, Lake City, vs. Southern Bell Tel. & Tel. Co. Inspection made by engineer. Service improved.

224. Unsatisfactory long distance service between Crescent City and Jacksonville.—C. H. Preston & Son, Crescent City, vs. Southern Bell Tel. & Tel. Co. Service improved.

225. Failure to give good telephone service.—Columbus Tobacco Co., Hardaway, vs. Quincy Telephone Co. Line to be rebuilt.

226. Delayed freight and passenger service between Dunnellon and Inglis.—C. J. Hodges and B. Wells, Inglis, vs. Seaboard Air Line. Handled for improvement of service.

227. Delay in reopening Dover agency.—Dover Growers Corporation, Dover, vs. Atlantic Coast Line. Satisfied.

228. Delay in receiving shipments at forwarding depot.—Jacksonville Wholesale Grocers Association, Jacksonville, vs. Atlantic Coast Line. Investigated and corrected.

229. Refusal to furnish grabaphone set.—East Lake Investment Co., Ocala, vs. Ocala Telephone Co. Commission would not undertake to specify any particular make of equipment. Desk set ordered installed.

230. Combination of Lantana-Hypoluxo stations.—Application of Florida East Coast Railway. Approved.

231. Telephone exchange service unsatisfactory.—Chamber of Commerce, Okeechobee, vs. Inter-County Telephone Co. Inspection made by telephone engineer and service improved.

232. Discourteous agency service.—George U. Stuart, Longwood, vs. Atlantic Coast Line. Agent dismissed.

233. Refusal to install extension phone.—Boyers Transportation Co., St. Petersburg, vs. Peninsular Telephone Co. Extension wanted to another building, in which case party-line rate would apply, rather than joint-user rate.

234. Relocating freight house at Eau Gallie.—Application of Florida East Coast Railway. Approved.

235. Unreasonable use of private side track by railroad for other parties.—Peninsular Lumber Co., Jacksonville, vs. Atlantic Coast Line. Adjusted.

236. Delayed installation of telephone.—Stuart Office Equipment Co., Stuart, vs. Southern Bell Tel. & Tel. Co. Additional switchboard ordered. Phone to be installed when facilities enlarged.

237. Permits and fuel oil shipments.—Everglades Drainage District vs. Florida East Coast and Seaboard Air Line. Satisfied.

238. Delayed installation of telephone.—E. S. Street Grocery Co., Miami, vs. Southern Bell Tel. & Tel. Co. Application not signed; facilities to be provided.

239. Petition for central express office at Okeechobee.—Chamber of Commerce, Okeechobee, vs. American Railway Express Co. Open.

240. Supplying light, water and heat and keeping station buildings in sanitary condition, Rule 9.—Commission vs. Atlantic Coast Line, Georgia, Southern & Florida, and Seaboard Air Line. Satisfied.

241. Unsatisfactory telephone service.—Mrs. E. L. Pope, Sarasota, vs. Peninsular Telephone Co. Farmer line; to be maintained by subscribers.

243. Delayed telephone repairs.—J. M. Murrell, Miami, vs. Southern Bell Tel. & Tel. Co. Satisfied.

244. Messenger delivery service, Mayo.—Cullen W. Edwards, Mayo, vs. Western Union Telegraph Co. Satisfied.



## CLAIMS PAID THROUGH COMMISSION

The Commissioners have authority to enforce the collection of overcharge claims on shipments moving wholly between points in the State of Florida that are not more than two years old, and below is listed some of the claims handled under this authority during the year ended February 28, 1926. This list does not purport to include all the claims handled, but is intended to indicate the character of claims that are being adjusted by the Commission.

Under decisions of the courts the Commissioners are without authority to compel the payment of claims for loss or damage, or claims arising out of alleged overcharges in demurrage or storage. Nor are the Commissioners empowered to collect claims on interstate traffic.

A claim that presented very interesting features, in that the question involved had not before been raised, is that of the Davenport-Brooks Corporation, of Fernandina, Fla., for alleged overcharge on 12 carloads of fresh shrimp from St. Augustine, Fla., to Fernandina, Fla. This claim was referred to in our last Annual Report, but at the time the Report went to press the claim had not been settled, but because it covers a new point the Commissioners thought that it might be of interest to shippers generally, and worth repeating in this Report, as the claim, involving \$273.00, has since been paid.

Florida Classification No. 6 provides, under the heading of Fresh Fish, as follows:

“Fresh, in refrigerator cars, C. L.,  $11\frac{1}{2}$ c per 100 pounds higher than class B.”

The class B rate from St. Augustine to Fernandina, Fla., is 33c per 100 pounds, made by taking the local class B rate of the F. E. C. Railway and the local class B rate of the Seaboard Air Line, adding them together and deducting 10%, account of the two-line haul. By adding  $11\frac{1}{2}$ c to this class B rate, a through rate on shrimp is obtained

from St. Augustine to Fernandina of 44½c per 100 pounds.

The carriers contend that this method of making the rate is not correct; that the through rate should be made by adding the 11½c to each factor of the combination rate.

After the last Report went to press the carriers acceded to the view of the Commission as to how this rate should be constructed, and the claim was paid.

Orlando Chamber of Commerce, R. H. Harrison, Traffic Manager.—This claim referred to the movement of a car of sand from Eustis to Orlando, Fla., the carrier contending that the charges had been properly assessed on basis of the municipal rate of 86c per ton, carload minimum weight 90% of marked capacity of the car. Claimant contended that charges should be assessed at rate of \$15.50 per car of 36,000 pounds, at actual weight. Claimant's contention was upheld and claim paid.

Mr. Carroll Dunscombe, Florida Growers, Inc., Stuart, Fla.—Improper endorsement on bills of lading by carrier's agent. Under date of April 9, 1925, the Commissioners were furnished by Mr. Dunscombe with a bill of lading covering a shipment of 47 boxes of tangerines from Stuart, Fla., to Miami, on which the following endorsement had been made:

"All very small fruit. Packed loose in crates.  
Poor quality."

Obviously the agent was going beyond the bounds of propriety in making any such endorsement as this on this bill of lading, and we so advised Mr. Rodenbaugh, of the F. E. C. Railway, in the following language:

"The shipper is highly incensed, and rightly so, at this attempt on the part of your local agent to assume the duties of a fruit inspector and the State Marketing Bureau. He is going entirely out of his way to make any such endorsement as this on a bill of lading.

There is no warrant for it in either law or common practice."

We are glad to advise that Mr. Rodenbaugh very promptly put a stop to this practice on his road.

Miss Mary T. Whitfield, Tallahassee, Fla. Pullman car service.—This case can best be described by quoting the following letter to General Passenger Agent Clements of the Pullman Company:

"On Sunday afternoon, April 19th, Miss Mary T. Whitfield of this city boarded G., F. & A. train No. 2, for Atlanta, Ga. She purchased Pullman ticket No. 91, covering lower berth No. 11, in car No. 51, Tallahassee to Atlanta.

"When G., F. & A. train No. 2 arrived at a point just north of Bainbridge, Ga., it was found that the track was badly blocked by a wrecked freight train. It was obvious that such train would be seriously delayed; in fact passengers who stayed with the train missed their connection at Cuthbert for Atlanta. After stating her situation to the Pullman conductor, he gave Miss Whitfield a transfer which she was told to deliver to the Pullman conductor out of Albany, Ga., to which city she proceeded by automobile. Upon boarding the Pullman car out of Albany for Atlanta the same evening she tendered the "transfer" to the Pullman conductor and requested to be assigned a berth to Atlanta. Miss Whitfield was informed that such transfer would not be recognized, and was put to the necessity and expense of buying another Pullman ticket from Albany to Atlanta.

"This action was taken by your conductor, notwithstanding the fact that the movement out of Albany was over the Central of Georgia Railway, and she actually went into Atlanta on the same train on which she would have gone had she made connection via the G., F. & A. at Cuthbert, Ga.

“Miss Whitfield feels that she has been put to unnecessary annoyance and inconvenience, and that she should be refunded the fare she was compelled to pay from Albany to Atlanta. The Commissioners thoroughly agree with her in this position.”

The amount was very promptly refunded to Miss Whitfield.

D. W. Brown, Arcadia, Fla. Express rates.—This claim covers a movement of potatoes, by express, from Cottage Hill, Fla., to Arcadia, Fla. Rate was assessed on Seed Potatoes. The Commissioners took the position that when they adopted the block system of express rates, it was understood that rates on certain commodities be made as nearly like the then existing rates as possible; that under the old rates there was no distinction made as between seed potatoes and market potatoes. The overcharge was refunded.

Mr. J. C. Chestnut, Laurel Hill, Fla. Overcharge on dry goods and shoes from Jacksonville to Laurel Hill, Fla.—On these shipments the carriers assessed a through rate of \$204½, as published in Glenn's South Atlantic Coast Points Tariff No. 2, which rate was in excess of the maximum class rate of the Commission, using combination of locals, less 10% as per Rule 19 of our Freight Rules. Upon presentation to the delivering carrier refund was made on basis of the lower rate.

Baker & Holmes Company, Jacksonville. Question of proper rate and minimum to assess on Cement, C. L. from Jacksonville to Madison, Fla.—The Seaboard published, in Port Southeastern Tariff No. 3, rate on Cement, C. L. from Jacksonville to Madison, Fla., of 12½¢ per 100 pounds, carload minimum weight 40,000 pounds. The Commission's maximum rate on Cement, C. L., for the distance, Jacksonville to Madison, is \$2.48 per ton, with a carload minimum weight of 24,000 pounds. Proper refund was made on basis of the Commission's rate.

C. S. Harby, Greenville, Fla. Overcharge on shipment



of oranges from Pomona, Fla., to Greenville, Fla.—The Express Company assessed a rate of 98c per box, while the correct rate was 66c per box. After handling with the superintendent of the Express Company, the proper rate was applied and refund made.

Mrs. H. I. Patten, Barrineau Park, Fla. Overcharge on car of stump wood from Buckeye, Fla., to Bagdad Junction, Fla.—While both origin and destination are Florida points, this shipment was interstate for the reason that in the course of its journey it had to pass through a small portion of the State of Alabama, but it was such an aggravated case that the Commissioners decided to handle it informally in an attempt to assist this good lady in securing a refund. The proportion accruing to the L. & N. alone for its haul was \$131.67, which was probably more than the value of the entire carload of freight. It so happened that after this car moved the L. & N. had revised its rate to 84½c per cord, and Mr. E. A. DeFuniak, F. T. M. of the L. & N., readily agreed to make application to the Interstate Commerce Commission for permission to refund to Mrs. Patten on basis of the subsequently established rate, which refund amounted to \$120.52.

**ORDERS ENTERED**

ORDER NO. 816,  
FILE NO. 4294.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE SALE OF THE PROP-  
ERTIES OF THE ADAMS BOAT LINE, INCOR-  
PORATED, TO H. D. HORNEY, TRUSTEE.

Whereas application has been made to said Railroad Commissioners for their consent and approval of the sale of the properties of the Adams Boat Line, Incorporated, consisting of boats and franchises, for a consideration of \$65,000.00, to H. D. Horney, as trustee for a corporation to be formed by interested parties.

It is ORDERED that said sale of all the property, rights, privileges, franchises and all other property and property rights of the Adams Boat Line, Incorporated, to H. D. Horney, as trustee aforesaid, be and the same is hereby consented to and approved.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 16th day of January, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 817,  
FILE NO. 4290.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
TAMPA & JACKSONVILLE RAILWAY COMPANY  
TO DISCONTINUE TRAINS NOS. 9 AND 10 BE-  
TWEEN GAINESVILLE AND SAMPSON CITY,  
FLORIDA.

1. Pursuant to Notice No. 351, dated October 30, 1924, the above-mentioned matter came on for hearing before said Railroad Commissioners at Gainesville, Florida, on the 8th day of November, 1924, upon the application of the Tampa & Jacksonville Railway Company to discontinue trains numbered 9 and 10 operating between Gainesville and Sampson City, Florida.

2. And at said time and place there appeared representatives of the said railway company, and representatives of other interested parties, and after taking the testimony of all witnesses proffered, and after hearing all parties desiring to be heard, said Commissioners then and there orally did grant permission to said railroad company to discontinue said trains numbered 9 and 10, operating between Gainesville and Sampson City, Florida, to become effective on ten days' notice to the general public.

3. Wherefore, to formally reduce to writing the action of the Railroad Commissioners in this respect, it is ORDERED, as of November 8, 1924, that said Railroad Company be and is hereby authorized to discontinue said trains on giving the notice specified.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 5th day of February, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 818,  
FILE NO. 4248.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES OF  
THE ATLANTIC COAST LINE RAILROAD COM-  
PANY AT AUBURNDALE, FLORIDA.

1. Pursuant to Notice No. 343, dated July 28, 1924, and Postponement Notices numbered 345 and 346, the above entitled proceeding came on for hearing before said Railroad Commissioners on the 3rd day of October, 1924, at Auburndale, Florida.

2. And then and there appeared representatives of the Atlantic Coast Line Railroad Company, and representatives of other interested parties; and said Commissioners after taking the testimony and after hearing all persons desiring to be heard took said matter under advisement.

3. And now on this 5th day of February, 1925, said matter coming on for further consideration upon the testimony adduced at said hearing, and said Commissioners being fully advised in the premises, do find, upon the record as made, that it does not appear that the station facilities of the Atlantic Coast Line Railroad Company at Auburndale, Florida, are inadequate to serve the reasonable needs of traffic.

4. Wherefore, it is ORDERED that said proceeding be and is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 5th day of February, 1925.

R. HUDSON BURR,

Chairman.



ORDER NO. 819,  
FILE NO. 4306.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ACQUISITION BY  
SOUTHERN BELL TELEPHONE AND TELE-  
GRAPH COMPANY OF ALL THE TELEPHONE  
PROPERTY RIGHTS, PRIVILEGES AND FRAN-  
CHISES OF THE LAKE WORTH TELEPHONE  
COMPANY, WITH AUTHORITY TO CHARGE THE  
RATES NOW AUTHORIZED BY LAW.

WHEREAS, application has been made to said Railroad Commissioners for their consent and approval of the sale of all of the telephone property and rights of Robert L. Horsman, William E. Horsman and Vernon Horsman, doing business as the Lake Worth Telephone Company, located at and contiguous to the town of Lake Worth, Florida, and for authority for the Southern Bell Telephone and Telegraph Company to charge the schedule of rates now charged by said Lake Worth Telephone Company:

IT IS ORDERED that said sale of all the telephone property, rights, privileges and franchises at and contiguous to the town of Lake Worth, Florida, of the Lake Worth Telephone Company, to the Southern Bell Telephone and Telegraph Company, be and the same is hereby consented to and approved.

IT IS FURTHER ORDERED that upon acquiring the legal title to the aforesaid property and rights of the Lake Worth Telephone Company, the Southern Bell Telephone and Telegraph Company is hereby authorized to charge the same schedule of rates heretofore authorized by said Commissioners for the said Lake Worth Telephone Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 3rd day of April, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 820,  
FILE NO. 4307.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ACQUISITION BY  
SOUTHERN BELL TELEPHONE AND TELE-  
GRAPH COMPANY OF ALL THE TELEPHONE  
PROPERTY, RIGHTS, PRIVILEGES AND FRAN-  
CHISES OF THE COCOANUT GROVE PUBLIC  
UTILITIES COMPANY, WITH AUTHORITY TO  
CHARGE THE RATES NOW AUTHORIZED BY  
LAW.

WHEREAS, application has been made to said Railroad Commissioners for their consent and approval of the sale of all the telephone properties and rights of the Cocoanut Grove Public Utilities Company, located at and contiguous to the City of Cocoanut Grove, Florida, and for authority for the Southern Bell Telephone and Telegraph Company to charge the schedule of rates now charged by said Cocoanut Grove Public Utilities Company;

IT IS ORDERED that said sale of all the telephone property, rights, privileges and franchises at and contiguous to the City of Cocoanut Grove, Florida, of the Cocoanut Grove Public Utilities Company, to the Southern Bell Telephone and Telegraph Company, be and the same is hereby consented to and approved.

IT IS FURTHER ORDERED that upon acquiring the legal title to the aforesaid property and rights of the Cocoanut Grove Public Utilities Company, the Southern Bell Telephone and Telegraph Company is hereby authorized to charge the same schedule of rates heretofore authorized by said Commissioners for the said Cocoanut Grove Public Utilities Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 3rd day of April, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 821,  
FILE NO. 4311.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ACQUISITION BY  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY OF ALL OF THE TELEPHONE PROP-  
ERTY, RIGHTS, PRIVILEGES AND FRANCHISES  
OF THE FORT LAUDERDALE TELEPHONE COM-  
PANY, WITH AUTHORITY TO CHARGE THE  
RATES NOW CHARGED BY THE LATTER COM-  
PANY.

WHEREAS application has been made to said Railroad Commissioners for their consent and approval of the sale of all of the telephone properties and rights of the Fort Lauderdale Telephone Company, located at and contiguous to the city of Fort Lauderdale, Florida, to Southern Bell Telephone & Telegraph Company, and for authority for the Southern Bell Telephone & Telegraph Company to charge the schedule of rates now charged by the Fort Lauderdale Telephone Company:

It is ORDERED that said sale of all the physical and tangible telephone properties, rights, privileges and franchises at and contiguous to the city of Fort Lauderdale, Florida, of the Fort Lauderdale Telephone Company, to the Southern Bell Telephone & Telegraph Company, be and the same is hereby consented to and approved.

It is further ORDERED that upon acquiring the legal title to the aforesaid property and rights of the Fort Lauderdale Telephone Company, the Southern Bell Telephone & Telegraph Company is hereby authorized to charge the same schedule of rates heretofore authorized by said Commissioners for said Fort Lauderdale Telephone Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 15th day of May, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 822,  
FILE NO. 4255.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FINAL APPROVAL OF OFFICIAL EXPRESS CLASSIFICATION No. 29, AND IN THE MATTER OF INTRASTATE EXPRESS RATES ON FRUITS AND VEGETABLES TO WHICH INTRASTATE COMMODITY RATES ARE NOW APPLICABLE.

Pursuant to Notice No. 355, dated the 8th day of April, 1925, the above matters came on for hearing before the Railroad Commissioners of the State of Florida, in the Assembly Room of the Mason Hotel, in the city of Jacksonville, Florida, at 10 o'clock a. m., on May 7, 1925, at which time and place all interested parties were given an opportunity to be fully heard.

There appeared at said hearing Thos. D. Guthrie, on behalf of the Jacksonville Chamber of Commerce and the City of Jacksonville, Fla.; W. R. McQuaid, on behalf of the Florida Bankers Association; W. O. Boozer, on behalf of the Florida Bankers Association; George J. White, on behalf of the Jacksonville Branch of the Federal Reserve Bank; R. H. Harrison, on behalf of the Orange County Bankers Association; C. S. Hoskins, on behalf of the Tampa Board of Trade; L. M. Rhodes, on behalf of the Florida State Marketing Bureau; Geo. S. Lee, Traffic Manager, New York, N. Y.; W. Buckner, Superintendent, Jacksonville, Fla.; A. B. Scruggs, Superintendent, Jacksonville, Fla., and J. R. Hunter, Route Agent, Tallahassee, Fla., on behalf of the American Railway Express Company; C. B. Williams, Traffic Manager, Atlanta, Ga., on behalf of the Southeastern Express Company; G. M. Kimble, General Mail and Express Agent, Norfolk, Va., on behalf of the Seaboard Air Line Railway, and C. J.



Reiger, Express Traffic Agent, on behalf of the Louisville & Nashville Railroad Company.

All parties desiring to be heard were fully heard, and the said matters were thereupon taken under advisement.

And now on this date the said matters coming on for final consideration, and the Railroad Commissioners being fully advised in the premises, it is **CONSIDERED, ORDERED AND ADJUDGED:**

First: That the rates, rules and regulations covering the transportation of Currency, Gold, Silver and other Coins, as now carried in official Express Classification No. 29, and at the present time in effect by express between points in the State of Florida, be and the same are hereby cancelled, and in lieu thereof there shall be substituted the rates, rules and regulations covering the transportation of Currency, Gold, Silver and other Coins, as carried in official Express Classification No. 26, and as in effect, by express, between points in the State of Florida on February 28, 1925.

Second: That the exceptions to official Express Classification No. 29, as published in Supplement No. 11 to Local and Joint Tariff No. 106-A, issued March 13, 1925, effective April 19, 1925, and now in effect on intrastate traffic by express between points in the State of Florida, be continued in effect until further order of the Commission.

Third: That the Ratings, Rules and Regulations as now carried in Official Express Classification No. 29 as applicable to the intrastate movement by express in the State of Florida of CRAWFISH, EGGS, Market, and ICE CREAM, be and the same are hereby cancelled, and in lieu thereof there shall be substituted the Ratings, Rules and Regulations as published in Official Express Classification No. 26, in effect on February 28, 1925, on CRAWFISH, EGGS, Market, and ICE CREAM, applicable by express between points in the State of Florida, and the language of Item 6, page 41 of Official Express Classification No. 29 shall be added to the rules for handling ICE CREAM.

Fourth: That the minimum billing weight on shipments of Fish and Oysters, as prescribed on page 39, Item 3 of Official Express Classification No. 29, be eliminated therefrom.

Fifth: That the provisions of Official Express Classification No. 29, page 41, item 19, referring to Liquids or other Articles, including articles in liquids, in metal cans with depressed tops attached by friction (commonly known as "Friction Top Cans"), be amended so as to exclude from the provisions of such item, HONEY, SYRUP and OYSTERS.

Sixth: That the foregoing changes shall be taken care of by exceptions to Official Express Classification No. 29.

Seventh: The consideration of the question of the rates on Fruits and Vegetables to which intrastate commodity rates are now applicable is hereby postponed to a later date, to be covered by formal notice of the time and place.

With the modifications and changes referred to above, Official Express Classification No. 29, Fla. R. C. No. 84, is hereby adopted and approved for intrastate application in the State of Florida, subject to review at any time by the Commission, upon its own motion, or upon complaint of any interested shipper.

It is further ordered that this Order shall become effective on the first day of July, A. D. 1925.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 4th day of June, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 823, AMENDING ORDER NO. 775,  
FILE NO. 4235.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER STATION FA-  
CILITIES AT LAKE CITY, FLORIDA.

WHEREAS the Railroad Commissioners of the State of Florida, on the 6th day of August, 1923, made and entered their certain Order No. 775, in the matter of joint passenger depot facilities at Lake City, Florida.

And WHEREAS said Commissioners now desire to make certain changes in said order to meet the views of the Supreme Court of the State of Florida stated in its opinion filed in the cause of the Railroad Commissioners of Florida vs. Seaboard Air Line Railway Company and the Georgia, Southern & Florida Railway Company; and also to meet certain objections made to said Order No. 775, by the said Railway Companies, therefore

I. It is ORDERED that paragraph numbered 4, of said Order No. 775, dated August 6, 1923, be and is hereby amended so as to read as follows:

4. Wherefore it is considered and ORDERED by said Commissioners that the Seaboard Air Line Railway Company, a corporation, be and it is hereby ordered and directed as follows:

(a) To erect and maintain at Lake City, Florida, in connection with the south side of said joint passenger terminal or union depot, a suitable umbrella or canopy shed, with hard-surfaced platform, for the purpose of protecting from rain passengers entraining and detraining on and from trains of said Seaboard Air Line Railway Company on the south side of said depot; such shed to commence at a point five feet east of that certain switch-stand located just west of said depot on the main line track of the Seaboard Air Line Railway and to extend between said depot

and main line track three hundred and fifty feet east, paralleling such main line track, and connected with said depot so as to protect from rain passengers passing from said depot to entrain and passengers passing from trains into said depot.

And wherefore it is further considered and ordered by said Commissioners that the Georgia, Southern & Florida Railway Company, a corporation, be and it is hereby ordered and directed as follows:

(b) To erect and maintain at said city, in connection with the north side of said joint passenger terminal or union depot, a suitable umbrella or canopy shed, with hard-surfaced platform, for the purpose of protecting from rain passengers entraining and detraining on and from trains of said Georgia, Southern & Florida Railway Company on the north side of said depot; such shed to be south of and adjacent to the track of the Georgia, Southern & Florida Railway Company located nearest to said union depot on the north and commonly called "Passing Track," and to parallel said track for a distance of one hundred feet, and to be conveniently located and connected up with the north entrance of said depot by an additional umbrella or canopy extension so as to protect from rain passengers passing from said depot to entrain and passengers passing into said depot from trains of said Georgia, Southern & Florida Railway Company.

II. It is further ORDERED that paragraph numbered 5, of said Order No. 775, dated August 6, 1923, be and is hereby amended so as to read as follows:

5. It is further ORDERED that the work of constructing the sheds herein required shall commence soon as practicable and shall be fully completed by July 20, 1925. If the time herein designated for completing the work be not sufficient, said Commissioners will welcome said carriers' application to modify the order in this respect, provided such application be filed on or before the date herein designated for full completion of said sheds.



DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, Florida, this 17th day of June, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 824,  
FILE NO. 4293.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF REVISION OF RATES ON  
CANNED MEATS, FISH, VEGETABLES, FRUITS,  
MILK, SOUPS AND OTHER CANNED FOODS FOR  
HUMAN CONSUMPTION.

1. Pursuant to Notice No. 354, dated the 8th day of April, 1925, the above matter came on for hearing before the Railroad Commissioners of the State of Florida, in the Assembly Room of the Mason Hotel, in the City of Jacksonville, Florida, on May 6, 1925, at 10 o'clock a. m., at which time and place all interested parties were given an opportunity to be fully heard.

2. There appeared at said hearing Thos. D. Guthrie, for the Traffic Bureau of the Jacksonville Chamber of Commerce; E. C. Green, Rate Clerk, Traffic Bureau, Jacksonville Chamber of Commerce; C. S. Hoskins, Tampa, Fla., for the Tampa Board of Trade; E. W. Carroll, Fernandina, Fla., for the Fernandina Chamber of Commerce; George V. Salzer, Jacksonville, Fla., for the Wholesale Grocers Association, and George V. Salzer & Brothers; W. S. Bunting, for Wholesale Grocers Association; A. P. Hoagland, for C. W. Zaring & Company; W. R. Lovett, for Tyler Grocery Company, and Seminole Grocery Company; G. E. Batey, for the Batey-Fleming Company; A. S. Baker, for Baker-Thomas Company; J. W. Snyder, on behalf of J. W. Snyder & Company; J. B. Brantley, Commercial Agent, on behalf of the Atlantic Coast Line Rail-

road Company, Wilmington, N. C.; C. L. Senter, Assistant General Freight Agent, on behalf of the Seaboard Air Line Railway Company; H. E. C. Hawkins, General Freight Agent, on behalf of the Florida East Coast Railway Company, and H. G. White, General Agent, on behalf of the Clyde Steamship Company.

3. All those appearing who desired to be heard were fully heard, and the said matter was thereupon taken under advisement.

4. And now on this date the said matter coming on for final consideration, and the Railroad Commissioners being fully advised in the premises, it is **CONSIDERED, ORDERED AND ADJUDGED** that the present ratings and descriptions now carried in Florida Classification No. 6 on Canned Meats, Canned Fish, Canned Vegetables, Canned Fruits, Canned Milk, Canned Soups, and other Canned Foods for human consumption, be and the same are hereby cancelled.

5. The following scale of rates is hereby fixed and established for application on Canned Meats, Fish, Vegetables, Fruits, Milk, Soups and other Canned Foods for human consumption, by freight, between points within the State of Florida, in car and less than carloads:

**RATES ARE IN CENTS PER 100 POUNDS.**

Miles.	CL.	LCL.
5 and under	10	14
10 and over 5	11	16
15 and over 10	12	18
20 and over 15	13	20
25 and over 20	14	22
30 and over 25	15	24
35 and over 30	16	25
40 and over 35	17	26
45 and over 40	18	27
50 and over 45	19	28
55 and over 50	20	29

Miles.	CL.	LCL.
60 and over 55.....	21	30
65 and over 60.....	22	31
70 and over 65.....	23	32
75 and over 70.....	24	33
80 and over 75.....	24	34
85 and over 80.....	25	35
90 and over 85.....	25	36
95 and over 90.....	26	37
100 and over 95.....	26	38
110 and over 100.....	27	40
120 and over 110.....	28	42
130 and over 120.....	29	43
140 and over 130.....	30	44
150 and over 140.....	31	45
160 and over 150.....	32	46
170 and over 160.....	33	47
180 and over 170.....	33	48
190 and over 180.....	34	49
200 and over 190.....	34	50
210 and over 200.....	35	51
220 and over 210.....	35	52
230 and over 220.....	36	54
240 and over 230.....	36	54
250 and over 240.....	37	56
260 and over 250.....	37	56
270 and over 260.....	38	58
280 and over 270.....	38	58
290 and over 280.....	39	60
300 and over 290.....	39	60
310 and over 300.....	40	61
320 and over 310.....	40	61
330 and over 320.....	41	62
340 and over 330.....	41	62
350 and over 340.....	42	63
360 and over 350.....	42	63
370 and over 360.....	43	64
380 and over 370.....	43	64

Miles.	CL.	LCL.
390 and over 380.....	44	65
400 and over 390.....	44	65
410 and over 400.....	45	66
420 and over 410.....	45	66
430 and over 420.....	46	67
440 and over 430.....	46	67
450 and over 440.....	47	68
460 and over 450.....	47	68

6. The foregoing scale of rates shall be subject to and governed by the following descriptions, numbered from 1 to 9 inclusive:

**CANNED GOODS, viz:**

*Description 1.* Fruits and vegetables, canned or preserved, etc.: Fruit, other than dried, evaporated or fresh, canned or preserved in juice or syrup, or in liquid other than brine or alcoholic liquor, fruit butter, crushed fruit, fruit jam, fruit jelly, or fruit pulp; jams, jellies or preserves (other than fruit), edible; vegetables, canned or preserved, including canned corn, canned hominy, canned pork and beans, canned scrapple, canned tomatoes, or canned wheat, but not including dried or evaporated vegetables;

Tomato Pulp;

Cocoanut, prepared (other than dessicated);

Peanut Paste (peanut butter);

Pudding, canned;

In packages as provided in Southern Classification; in straight or mixed carloads, minimum weight 36,000 pounds.

*Description 2.* Sauces and Condiments—Table, etc.: Sauces and Condiments, table, viz.:

Catsup;

Horseradish, prepared;

Mustard, prepared;

Pepper Sauce;

Salad Dressing;

Table Sauces;

Olives, Pimentos, pickled in brine or vinegar;

Pickles;

Sauerkraut.



In packages as provided in Southern Classification, in straight or mixed carloads; carload minimum weight 36,000 pounds.

*Description 3.* Meats, cooked, cured or preserved:

Meats, cooked, cured or preserved,

Meats, cooked cured or preserved, with vegetable ingredients;

Mincemeat;

In packages as provided for in Southern Classification, in straight or mixed carloads, minimum weight 36,000 pounds.

*Description 4.* Fish, shell and other than shell, cooked, pickled or preserved:

Fish, shell and other than shell, cooked, pickled or preserved;

Fish, combined with vegetables, canned (fish cake or fish balls).

In packages as provided for in Southern Classification, in straight or mixed carloads, minimum weight 36,000 pounds.

*Description 5.* Soups, including broths or chowders:

Soups, including broths or chowders.

In packages as provided for in Southern Classification, in straight or mixed carloads, minimum weight 36,000 pounds.

*Description 6.* Milk or Cream, condensed or evaporated—Liquid: Milk or cream, condensed or evaporated, liquid; Milk, powdered or flaked (see Note).

In packages as provided for in Southern Classification, in straight or mixed carloads, minimum weight 36,000 pounds.

*Description 7.* Macaroni, Spaghetti or Vermicelli:

Macaroni, Spaghetti or Vermicelli, prepared with or without cheese, meat or vegetables.

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Note—Not applicable on powdered or flaked milk in glass or earthenware.

In packages as provided for in Southern Classification, in straight or mixed carloads, minimum weight 36,000 pounds.

*Description 8.* One or more articles named in any other Description or Descriptions, in mixed carloads, minimum weight 36,000 pounds.

*Description 9.* In packages as provided in Southern Classification, L. C. L.

7. In making combination rates the foregoing rates shall be used in connection with Rule 19 of the Freight Rules of the Florida Railroad Commission.

8. Any provisions of Florida Classification No. 6 in conflict with this Order are hereby cancelled.

9. It is further ORDERED that this Order shall become effective on the first day of August, A. D. 1925.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 4th day of June, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 825,  
FILE NO. 4319.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF LAKE  
COUNTY TELEPHONE COMPANY TO INCREASE  
ITS TELEPHONE RATES AT EUSTIS, FLORIDA.

1. Pursuant to Notice No. 358, dated July 16, 1925, the above-mentioned matter came on for formal hearing before the Railroad Commissioners of the State of Florida in the Board of Trade Rooms at Eustis, Florida, on the 29th day of July, 1925, and then and there appeared the following persons:

Otto Wettstein, Jr., President, appearing for Lake

County Telephone Company; Henry W. Bishop, Mayor; G. B. Brewster, President of City Council; L. A. Wilt, Councilman, appearing for the City of Eustis; Dr. I. N. Kennedy and W. M. Igou, appearing for Eustis Rotary Club; Harry Mooty, appearing for Eustis Kiwanis Club; H. C. Hannah, appearing for Eustis Chamber of Commerce, and other interested parties.

2. And said Commissioners at said hearing took the testimony of witnesses under oath, and heard all parties desiring to be heard; and do find from said testimony that the present rates for telephone service at Eustis, Florida, exchange do not yield a fair return upon the investment.

3. Wherefore, it is ORDERED that the following rules, regulations and schedule of maximum monthly rates are authorized at said exchange:

#### RATE SCHEDULE—LAKE COUNTY TELEPHONE COMPANY, EUSTIS, FLORIDA, EXCHANGE.

	Rates Per Month.
<i>Wall Telephone:</i>	
Business, 1 Party .....	\$3.25
Business, 2 Party .....	2.75
Business, 8 Party, Rural .....	3.00
Business, Joint User .....	1.00
Business, Extension .....	1.00
Residence, 1 Party .....	2.25
Residence, 2 Party .....	2.00
Residence, 4 Party .....	1.75
Residence, 8 Party, Rural .....	2.50
Residence, Joint User .....	.50
Residence, Extension .....	1.00
Desk Sets, extra charge.....	.25

#### MISCELLANEOUS RATES AND RULES.

##### *Charges for Moves and Changes:*

Moving station from one location to another in same room .....	\$1.00
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Moving station from one location to another in same building .....	2.00
Moving station from one building to another....	3.00

	Rate Per Month.
<i>Private Branch Exchange Rates:</i>	
Trunk Lines .....	\$3.25
Each Wall Telephone.....	1.00
Each Desk Telephone.....	1.25
One position Switch-board.....	3.00
Ringin Current .....	1.00

	Rates Per Month.
<i>Miscellaneous:</i>	
Extension Gong .....	\$ .50
Extension Bell .....	.25
Auxiliary Receiver .....	.15
Extra Listing .....	.25

One, Two and Four Party line service will be furnished outside the exchange area at the exchange rate, plus 42c monthly per  $\frac{1}{4}$  mile or fraction thereof to be prorated between stations on line. Mileage to be computed on air line measurements.

For the convenience of subscribers in paying cash toll, coin slot machines will be rented at 50c per month.

*Farmer Line Service:*

When the subscribers own their lines and equipment and maintain same to the exchange area, the charge shall be \$1.00 per month for each subscriber with a minimum line charge of \$4.00 per month and a maximum of ten stations on each line.

*Suspension and Restoration of Service:*

When service has been suspended for nonpayment of charges, restoration of service shall be made only upon payment of the charges due, with the additional payment of a restoration charge of \$1.00.

Where the subscriber's right to credit is not established and such subscriber makes extensive use of the toll lines,



request for payment of toll charges may be made in advance of the regular billing date, and upon the subscriber's failure to pay such toll charges upon such demand, the station may be suspended from all service.

*Deposit Requirement:*

A deposit of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period contracted for, the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed, but no collection of rentals for more than one month shall be made in advance. Where the full contract rate is paid at the time of the application for the service, the \$3.50 deposit shall not be required.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions.

*Season Rates:*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment.

*Temporary Suspension:*

When the residence or business place of a subscriber is closed, and telephone not disconnected, a reduction in charge for the telephone service during the time service is discontinued will be allowed upon the following conditions:

- (a) Upon written request of the subscriber.
- (b) Suspension for a period of not less than one month and not to exceed four months.
- (c) Charge for service during suspended period will be one-half the schedule rate.
- (d) Charge for service during suspension must be collected in advance.

*Billing and Collecting:*

- 1. Bills are rendered monthly for service.
- 2. Bills are payable in advance on or before the 10th of the month at the office of the company.
- 3. Service is discontinued if not paid before the 10th day of each month it becomes due.
- 4. It is further ORDERED that the rules, regulations and rates hereinbefore authorized shall become effective at 12:01 o'clock a. m., on the 1st day of September, 1925; and said Company is hereby required to file its tariffs accordingly with the Commissioners on or before said date.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 7th day of August, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 826,  
FILE NO. 4151.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE CONSOLIDATION OF  
DEPOT FACILITIES NOW EXISTING AT LITTLE  
RIVER AND LEMON CITY, FLORIDA, AND RE-  
LOCATION OF THE SAME.

- 1. Pursuant to Notice No. 316, dated March 19, 1923, the above-mentioned matter came on for formal hearing before the Railroad Commissioners of the State of Florida on the 27th day of March, 1923, at Lemon City, Florida;

and at said hearing there appeared the following named interested persons:

W. G. Brown, Engineer Maintenance of Way; E. P. McLain, Superintendent of Transportation, appearing on behalf of the Florida East Coast Railway Company; Dr. J. G. DuPuis, W. I. Peters, C. E. Shepard, Sr., and Rev. J. B. Rodgers, all of Lemon City, appearing for the general public; T. A. Winfield, of Little River, appearing for the general public, and other interested parties.

2. And after taking the testimony of all witnesses proffered, and after hearing all parties desiring to be heard, said Commissioners took said matter under advisement.

3. And now on this day said matter coming on for further consideration, and said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing, and from an examination and inspection of the present freight and passenger depot facilities of said company at Lemon City and Little River, that the existing passenger and freight facilities and accommodations of the Florida East Coast Railway Company at said points are inadequate to meet reasonable requirements and ought to be consolidated.

4. Wherefore, it is **CONSIDERED AND ORDERED** by said Commissioners that the Florida East Coast Railway Company be, and it is hereby **ORDERED** and **DIRECTED** to construct a freight and passenger depot at the intersection of its main line and belt line railroad and Dupont Road (Lincoln Street), as proposed, outlined, and shown on those certain "Blue Prints" submitted by Mr. H. N. Rodenbaugh, Vice-President, Florida East Coast Railway Company, which are hereby approved.

5. It is further **ORDERED** that the consolidated depot referred to in Paragraph No. 4, shall be fully completed on or before November 1, 1925.

**DONE AND ORDERED** by the Railroad Commissioners

of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 8th day of August, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 827,  
FILE NO. 4320.

IN THE MATTER OF COMPLAINT OF THE LAKE  
COUNTY CHAMBER OF COMMERCE OF FAIL-  
URE OF WESTERN UNION TELEGRAPH COM-  
PANY TO MAINTAIN AN INDEPENDENT TELE-  
GRAPH OFFICE AT TAVARES, FLORIDA.

1. Pursuant to Notice No. 357, dated July 16, 1925, the above-mentioned matter came on for formal hearing before the Railroad Commissioners of Florida on the 29th day of July, 1925, at 10 o'clock a. m., in the County Court House at Tavares, Florida, and at said hearing there appeared the following parties:

A. R. Gallup, District Commercial Agent, appearing for the Western Union Telegraph Company; J. W. Hunter, Mayor, appearing for the City of Tavares; J. W. Gillespie, and Joseph Ator, appearing for the Tavares Chamber of Commerce; R. L. Nutt, County Tax Assessor; T. C. Smyth, County Clerk; H. C. Duncan, P. F. Daniel, and other interested parties.

2. And after taking testimony of interested parties, and after hearing all persons desiring to be heard the said Commissioners took said matter under advisement.

3. And now on this day said matter coming on for further consideration, and said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing, that the establishment and maintenance of an independent office or station by the Western Union Telegraph Company for the handling of commercial telegrams at Tavares, Florida, is reasonably necessary for the public convenience and not unjustly burdensome to the said company.



4. WHEREFORE, it is considered by said Commissioners that the Western Union Telegraph Company, Incorporated, be and it is hereby ORDERED and DIRECTED to install, establish, and maintain, within thirty days from the date of this order, at a convenient location in the city of Tavares, Florida, an independent city telegraph office or station for the exclusive handling of commercial telegrams at said city.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 19th day of August, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 828,  
FILE NO. 4289.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
WINTER PARK TELEPHONE COMPANY TO IN-  
CREASE ITS TELEPHONE RATES AT WINTER  
PARK, FLORIDA.

*Commissioners Wells and Matthews.*

1. Pursuant to Notice No. 356, dated July 16, 1925, the above-mentioned matter came on for formal hearing before the Railroad Commissioners of the State of Florida in the City Council Chamber at Winter Park, Florida, on the 28th day of July, 1925, and then and there appeared the following persons:

C. H. Galloway, President, and Eldridge Hart, Attorney, appearing for The Winter Park Telephone Company; C. E. MacCanon, appearing for the City of Winter Park, Florida; J. H. Cotting, R. B. Hackney, W. B. Joiner and other interested parties.

2. And said Commissioners at said hearing took the

testimony of witnesses under oath, and heard all parties desiring to be heard, and do find from said testimony that the present rates for telephone service rendered by The Winter Park Telephone Company, at Winter Park, Florida, do not yield a fair return on the fair value of the property devoted to the public service.

3. Wherefore, it is ORDERED that the following schedule of maximum monthly rates, and the following rules and regulations are authorized for said exchange:

**RATE SCHEDULE—THE WINTER PARK TELEPHONE COMPANY, WINTER PARK, FLORIDA.**

<i>Within Exchange Base Rate Area One and One-half Miles from Exchange:</i>	Wall Telephone.
Business, 1 Party .....	\$4.00 Per Month
Business, 4 Party .....	3.50 Per Month
Business, 1 Party, Inward .....	3.00 Per Month
Business, Extension .....	1.00 Per Month
Residence, 1 Party .....	2.50 Per Month
Residence, 4 Party .....	2.00 Per Month
Residence, Extension .....	1.00 Per Month
<i>Joint User Rate:</i>	
Business .....	1.00 Per Month
Residence .....	.50 Per Month
<i>Private Branch Exchange Rates:</i>	
Trunk Lines Flat Rate .....	6.00 Per Month
Each Telephone Set .....	1.00 Per Month
<i>One Position Switch-Board:</i>	
100 Lines or Less .....	7.50 Per Month
Over 100 Lines to 200 Lines .....	10.50 Per Month
Desk Sets, Extra Charge .....	.25 Per Month
<i>Rates for Miscellaneous Equipment and Service in Connection With Either Resi- dence or Business Station, Inside or Out- side Exchange Base Rate Area:</i>	
Extension Gongs .....	.50 Per Month
Extension Bells .....	.25 Per Month

Auxiliary Receiver .....	.15 Per Month
Extra Listing in Directory.....	.25 Per Month
Extra Line in Directory.....	.25 Per Month

## MISCELLANEOUS RATES AND RULES—RATES OUTSIDE EXCHANGE BASE RATE AREA.

Additional rate for extra mileage beyond exchange base rate area, 42c per month per one-fourth mile or fraction thereof. This charge to be prorated between two-party, four-party and eight-party stations. Mileage to be computed on air line measurements.

### SHORT-TERM SERVICE.

1. Contracts for individual line and party line service may be taken for a short-term period of six months.
2. Contracts for extension stations may be taken for a short-term period of six months.
3. All charges for service, equipment and facilities except for additional local messages and toll messages are payable in advance of the establishment of service.
4. The charge for the short-term period is  $1\frac{1}{2}$  times the monthly rate quoted in the Local Exchange Tariff for the class of exchange service furnished and  $1\frac{1}{2}$  times the monthly rate quoted in the General Tariff for any additional equipment or facilities which may be contracted for by the subscriber.
5. Subscribers to pre-applied-for short-term service, may if desired, arrange for the continuance of service beyond the short-term period. In such cases a deposit is collected as prescribed under Deposits and a new contract is taken effective as of the date of installation of service under the short-term contract and terminable one year thereafter.

### DEPOSIT REQUIREMENT.

1. For each new main station installation a deposit of \$3.50 will be required together with the first month's service charge at the contract rate.

2. In the event the subscriber retains telephone service for the full contract period, the deposit of \$3.50 will be returned to the subscriber or credited as a payment to be applied to the contract charge for the last month of initial term period of contract.

3. In the event the subscriber abandons the station or otherwise terminates contract before the expiration of the initial term period, or in the event the company terminates the subscriber's contract for non-payment of amounts due, or for any other violation of contract, the deposit of \$3.50 will be retained by the Telephone Company.

4. Deposit requirement does not apply where telephone of the class applied for is already in place.

5. Deposit requirement does not apply to extension stations.

6. When at the time of applying for service the full contract rate is paid for the full contract initial term period, the deposit requirement does not apply.

### SUSPENSION AND RESTORATION OF SERVICE.

When service has been suspended for non-payment of charges, restoration of service is made only upon payment of all charges due, with the additional payment of a restoration charge of \$1.00.

### TEMPORARY SUSPENSION OF RESIDENCE SERVICE.

When the residence of a subscriber is closed and the residence telephone is not discontinued, a reduction in charge for the residence telephone service during the time the house is closed will be allowed upon the following conditions:



1. Upon written request of the subscriber.
2. The suspension must be for a minimum period of one month, and must not exceed four months.
3. The rate to be charged during the suspension period will be one-half the schedule rate.
4. The charge for the service during the suspension period must be collected in advance.

#### BILLING AND COLLECTING.

1. Rates are based upon annual contracts.
2. Bills for service are rendered monthly.
3. Bills are payable in advance on or before the 10th day of the month.
4. Service is suspended if bill is not paid before the 10th day of the second month. If bill is not paid soon thereafter, station equipment is removed from subscriber's premises.

4. It is further ORDERED that the rules, regulations and rates herein authorized shall become effective at 12:01 o'clock a. m., on September 1, 1925, and the said company is hereby required to file with said Commissioners its tariffs carrying said new rates on or before said date.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 20th day of August, 1925.

R. HUDSON BURR,  
Chairman.

*Commissioner Burr dissents.*

ORDER NO. 829,  
FILE NO. 4322.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE ACQUISITION BY FLORIDA TELEPHONE CORPORATION OF ALL THE PROPERTY AND PROPERTY RIGHTS, FRANCHISES, EASEMENTS, RIGHTS OF WAY AND OTHER ASSETS OF THE LAKE COUNTY TELEPHONE COMPANY, THE FLORIDA TELEPHONE SECURITIES CORPORATION AND CERTAIN REAL ESTATE OWNED BY OTTO WETTSTEIN, JR., USED AND CONNECTED WITH THE TELEPHONE SYSTEMS OF SAID LAST TWO MENTIONED CORPORATIONS.

*Commissioners Burr, Wells and Matthews.*

1. Whereas, application has been made to said Railroad Commissioners for their consent and approval of the sale of all the property and property rights, franchises, easements, rights of way and other assets of the Lake County Telephone Company, The Florida Telephone Securities Corporation and certain real estate owned by Otto Wettstein, Jr., used and connected with the telephone systems of said corporations to the Florida Telephone Corporation, a Florida corporation, according to the terms and conditions set forth in the petition of said Lake County Telephone Company, said Florida Telephone Securities Corporation and Otto Wettstein, Jr., on file with said Railroad Commissioners;

2. It is therefore ORDERED that the sale of all the property and property rights, franchises, easements, rights of way and other assets of the Lake County Telephone Company, The Florida Telephone Securities Corporation and certain real property owned by Otto Wettstein, Jr., used and connected with the telephone systems operated

by the foregoing corporations to the Florida Telephone Corporation, a Florida corporation, according to the terms and conditions set forth in the petition above referred to, is hereby consented to.

3. It is further ordered that upon acquiring the legal title to the aforesaid property and rights of the Lake County Telephone Company, The Florida Telephone Securities Corporation and certain real property owned by Otto Wettstein, Jr., used and connected with the telephone systems operated by the foregoing corporations, the aforesaid Florida Telephone Corporation is hereby authorized to charge the same schedule of rates heretofore authorized by said Railroad Commissioners for said Lake County Telephone Company and said Florida Telephone Securities Corporation.

4. DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 20th day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 830,  
FILE NO. 4106.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN RE: APPLICATION OF THE PULLMAN COMPANY TO CONTINUE IN EFFECT RATES FOR ACCOMMODATION IN SLEEPING AND PARLOR CARS AUTHORIZED BY ORDER NO. 754.

The applicant, the Pullman Company, asks authority for a continuance of Order No. 754 of November 21, 1922, authorizing rates for accommodation in Sleeping Parlor Cars, contained in its tariff F. R. C. No. 7.

The Railroad Commissioners being advised in the premises, it is therefore ORDERED that the applicant be and

is hereby authorized to continue in effect the rates authorized in our Order No. 754, of November 21, 1922, for accommodation in Sleeping and Parlor Cars, until, but not after, the 1st day of January, 1927, unless sooner cancelled, amended or extended by further order, jurisdiction being retained.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session in Tallahassee, Florida, this 17th day of November, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 831,  
FILE NO. 4312.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PETITION OF LOUISVILLE  
& NASHVILLE RAILROAD COMPANY FOR AUTHORITY TO DISCONTINUE TRAINS NOS. 83 AND 80, BETWEEN FLORALA, ALABAMA, AND CRESTVIEW, FLORIDA.

WHEREAS, the Louisville & Nashville Railroad Company has petitioned the Railroad Commissioners of the State of Florida for permission to reduce passenger train service on its Yellow River Branch in the State of Florida between Crestview, Florida, and Florala, Alabama, by discontinuance of trains Nos. 83 and 80, and substituting in lieu thereof one mixed freight and passenger train daily, and

WHEREAS, pursuant to notice given under the hand of the Chairman of said Railroad Commissioners of Florida, dated at Tallahassee, Fla., September 18, 1925, a hearing was held at the County Court House at Crestview, Florida, on October 7, 1925, at 10 o'clock a. m., to hear and consider whether or not said Commissioners ought to



permit the Louisville & Nashville Railroad Company to discontinue trains Nos. 83 and 80, and substitute in lieu thereof one mixed freight and passenger train daily on the Yellow River Branch in Florida between Crestview, Florida, and Florala, Alabama, and also to hear, consider and determine such other matters as might properly arise in connection therewith, at which hearing the following appearances were entered, to-wit.: G. W. Reeves, attorney, appearing on behalf of Florala, Alabama; J. F. Doster, appearing on behalf of Florala, Alabama and Laurel Hill, Florida; J. E. Yonge, attorney, appearing on behalf of Louisville & Nashville Railroad Company; E. O. Saltmarsh, Superintendent, and J. K. McCaskill, Assistant Superintendent, appearing on behalf of Louisville & Nashville Railroad Company, and all other parties and citizens appearing were fully heard in the premises, and said Railroad Commissioners of the State of Florida took said matter under advisement; therefore,

Upon consideration of said petition of the said Louisville & Nashville Railroad Company, as well as all matters of argument and evidence adduced for and against the granting of said petition, it is ORDERED by the Railroad Commissioners of the State of Florida that the said Louisville & Nashville Railroad Company be permitted to reduce its passenger train service on its Yellow River Branch in the State of Florida, between Crestview, Florida, and Florala, Alabama, by discontinuance of its trains Nos. 83 and 80 and substituting in lieu thereof one mixed freight and passenger train daily, and that this Order shall take effect at 12:01 a. m., November 1, 1925.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 24th day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 832,  
FILE NO. 4298-G-3.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FAILURE OF A. J. WARD,  
DOING BUSINESS UNDER THE NAME AND  
STYLE OF WARD TELEPHONE COMPANY, TO  
FILE SPECIAL REPORT FOR THE YEAR ENDED  
DECEMBER 31, 1924.

1. On October 6, 1925, the Railroad Commissioners of the State of Florida issued their written Notice No. 375, directed to A. J. Ward, doing business under the name of Ward Telephone Company, at Jennings, Florida, giving notice that said A. J. Ward, doing business under the name and style of Ward Telephone Company, was charged before the Railroad Commissioners of the State of Florida with violation or disregard of Section 4641 of the Revised General Statutes of Florida, in that A. J. Ward, doing business as Ward Telephone Company, failed and refused to make that certain report required by the Railroad Commissioners of Florida by letter of said Railroad Commissioners addressed to A. J. Ward, doing business as Ward Telephone Company, dated and sent August 31, 1925, requiring said A. J. Ward, doing business under the name of Ward Telephone Company, to give information concerning his organization, property, business and/or affairs and operation in the particulars specified and set forth in said letter dated August 31, 1925, aforesaid, to-wit.:

1. Advise as to the name or names of owners and the extent of their respective holdings.
2. A corrected Balance Sheet as at December 31, 1924.
3. A statement showing by Account number the expenses which aggregate \$206.00, which amount is reported on Line 14, Column (d) Table III.
4. A statement showing the Plant Mileage as provided for in the Annual Report.

5. A statement showing the information called for under Telephone Messages, Stations, etc., in the Annual Report,

as required by said Section 4641 of the Revised General Statutes of Florida, thereby incurring a penalty of not more than Five Thousand (\$5,000.00) Dollars, to be fixed and imposed by said Commissioners under the provisions of Section 4645 of the Revised General Statutes.

2. Pursuant to said Notice No. 375, dated October 6, 1925, at Tallahassee, Fla., the above-mentioned matter came on for hearing before said Railroad Commissioners of the State of Florida, at Tallahassee, Fla., on the 20th day of October, 1925, at 10:30 o'clock a. m., and at said time and place said A. J. Ward, doing business under the name and style of Ward Telephone Company, failed to appear and failed to file any defense or defenses in writing under oath, or otherwise, or at all, setting up any defense to the charge contained in said Notice No. 375 aforesaid, and thereupon the default of the said A. J. Ward, doing business under the name and style of Ward Telephone Company, was taken.

3. That thereupon and at said time and place said Railroad Commissioners of the State of Florida heard and took evidence relating to and in support of the charge stated in said Notice No. 375, and heard all parties desiring to be heard and took said matter under advisement.

4. And now on this date said matter coming on for further and final consideration, and said Commissioners being fully advised in the premises, do find:

- (a) That said Railroad Commissioners gave said A. J. Ward, doing business under the name and style of Ward Telephone Company more than ten days' written notice of the charge and violation referred to in Paragraph 1 of this order.

- (b) That due and legal and sufficient evidence has been adduced before, heard and considered by said Railroad Commissioners of the State of Florida to fully sus-

tain and prove the truth of said charge and violation specified in the notice mentioned in paragraph 1 of this order.

(c) That said A. J. Ward, doing business under the name and style of Ward Telephone Company, is guilty as charged in and by said Notice No. 375, mentioned in paragraph 1 of this order and has thereby incurred a penalty for such offense, to be fixed and imposed by said Commissioners.

5. Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by said Railroad Commissioners of the State of Florida that the said A. J. Ward, doing business under the name and style of Ward Telephone Company, has thereby incurred a penalty for the violation hereinbefore referred to, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said A. J. Ward, doing business under the name and style of Ward Telephone Company, is required to promptly pay to the State Treasurer at Tallahassee, Florida, as required by law.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 1st day of December, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 833,  
FILE NO. 4298.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FAILURE OF JONAH BARFIELD, DOING BUSINESS UNDER THE NAME AND STYLE OF BLOUNTSTOWN TELEPHONE COMPANY, AT BLOUNTSTOWN, FLORIDA, TO FILE ANNUAL REPORT FOR THE YEAR 1924.

1. On August 19, 1925, the Railroad Commissioners of the State of Florida issued their written Notice No. 360, dated August 19, 1925, addressed to Jonah Barfield, doing



business under the name and style of Blountstown Telephone Company at Blountstown, Florida, hereinafter referred to as respondent, wherein and whereby said Commissioners notified said respondent that he was charged before the Railroad Commissioners of the State of Florida with violation or disregard of Section 4660 of the Revised General Statutes of Florida, in that said respondent had failed and refused to file with said Commissioners within the time prescribed by them respondent's Annual Report for the current year ending December 31, 1924, as required by said Section 4660 of the Revised General Statutes, thereby incurring a penalty of not more than \$5,000.00 to be fixed and imposed by said Commissioners under the provisions of Section 4645 of the Revised General Statutes, which notice was duly mailed by registered mail to said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company at Blountstown, Florida, on the said August 19, 1925, and service of which notice was thereafter duly acknowledged in writing by said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company, which notice advised the said respondent to whom same was addressed, that the Railroad Commissioners of the State of Florida would be in session at the hearing room in the Supreme Court Building at Tallahassee, Florida, on September 16, 1925, at 11 o'clock a. m., to hear, consider and determine, whether or not said respondent was guilty of the charge specified in said notice, and if found guilty thereof to then and there consider what penalty should be imposed against him under the provisions of Section 4645 of the Revised General Statutes of Florida.

2. That pursuant to said Notice No. 360 the Railroad Commissioners were in session at their hearing room in the Supreme Court Building at Tallahassee, Florida, on September 19, 1925, at 11 o'clock a. m., for the purpose of hearing, considering and determining the matters specified in said Notice No. 360, dated August 19, 1925, and at said

hearing the said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company at Blountstown, Florida, failed to appear and file any defense or defenses to the charge specified in said Notice No. 360, dated August 19, 1925, in writing under oath, or any defense at all, as required by Section 4645 of the Revised General Statutes of Florida, and thereupon the said Railroad Commissioners recessed its said hearing until 10 o'clock a. m., October 15, 1925, for the purpose of allowing said respondent to file any defense or defenses he might have to said charge and to enable said respondent, if he so desired, to file the required report for the year ending December 31, 1924, refusal or failure to file which was charged in said Notice of which recess said respondent was given due notice in writing on September 16, 1925.

3. That on October 15, 1925, at 10 o'clock a. m., the said Commissioners were again in session at the hearing room at Tallahassee, Fla., in the Supreme Court Building for the purpose of further hearing, considering and determining said charge specified in said Notice No. 360, dated August 19, 1925, and said respondent, Jonah Barfield, doing business under the name and style of Blountstown Telephone Company at Blountstown, Fla., failed to appear or offer any defense or defenses to the charge specified in said Notice No. 360, and thereupon the default of said respondent was taken and the said Railroad Commissioners of the State of Florida proceeded to hear all competent evidence adduced before them relevant to said charge and sufficient to sustain the same, and therefrom did find, determine and adjudge that said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company, had failed and refused to file with said Railroad Commissioners of the State of Florida within the time prescribed by them, or at all, his Annual Report for the current year ending December 31, 1924, as required by Section 4660 of the Revised General Statutes of Florida, and thereupon did find, determine and adjudge that said Jonah

Barfield, doing business under the name and style of Blountstown Telephone Company, was guilty as charged in said Notice No. 360, and had incurred a penalty of not more than \$5,000.00 to be fixed and imposed by said Commissioners under the provisions of Section 4645, of the Revised General Statutes of Florida, and that not less than ten days' notice of the charge of such violation had been given said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company at Blountstown, Florida, prior to said hearing and he had been afforded an opportunity to be heard by said Commissioners in regard thereto.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED BY SAID Railroad Commissioners of the State of Florida that the said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company, has thereby incurred a penalty for the violation hereinbefore referred to, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Jonah Barfield, doing business under the name and style of Blountstown Telephone Company, is required to promptly pay to the State Treasurer at Tallahassee, Florida, as required by law.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 1st day of December, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 834,  
FILE NO. 4298-G-3.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FAILURE OF T. E. BIGBEE,  
DOING BUSINESS UNDER THE NAME AND  
STYLE OF MALONE TELEPHONE EXCHANGE  
AT MALONE, FLORIDA, TO FILE SPECIAL RE-  
PORT FOR THE YEAR ENDED DECEMBER 31,  
1924.

This cause coming on to be heard on the 20th day of October, 1925, at 11 o'clock a.m., by the Railroad Commissioners of the State of Florida in session at their hearing room in the Supreme Court Building in Tallahassee, Florida, pursuant to Notice No. 376, dated October 6, 1926, and it appearing to the Commission that the respondent has rendered a satisfactory answer to the charge contained in said Notice No. 376, it is thereupon ORDERED by the Commission that said charge against the said T. E. Bigbee, doing business under the name and style of Malone Telephone Exchange at Malone, Florida, be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 15th day of December, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 835,  
FILE NO. 4298-G-3.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FAILURE OF CALLAHAN  
TELEPHONE COMPANY, A CORPORATION, TO  
FILE SPECIAL REPORT FOR THE YEAR ENDED  
DECEMBER 31, 1924.

This cause coming on to be heard on the 20th day of October, 1925, at 9:30 o'clock a. m., by the Railroad Commissioners of the State of Florida, in session at their hearing room in the Supreme Court Building in Tallahassee, Fla., pursuant to Notice No. 373, dated October 6, 1925, and it appearing to the Commission that the respondent has rendered a satisfactory answer to the charge contained in said Notice No. 373, it is thereupon ORDERED by the Commission that said charge against the said Callahan Telephone Company, a corporation, be and the same is hereby dismissed.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 15th day of December, 1925

R. HUDSON BURR,

Chairman.

ORDER NO. 836,  
FILE NO. 4298.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF FAILURE OF W. J. THORNTON, DOING BUSINESS UNDER THE NAME AND STYLE OF HOME TRANSPORTATION LINE OF ST. PETERSBURG, FLORIDA, TO FILE ANNUAL REPORT FOR THE YEAR 1924.

This cause coming on to be heard on the 16th day of September, 1925, at 10 o'clock a. m., by the Railroad Com-



missioners of the State of Florida in session at their hearing room in the Supreme Court Building in Tallahassee, Florida, pursuant to Notice No. 359, dated August 19, 1925, and it appearing to the Commission that the respondent has rendered a satisfactory answer to the charge contained in said Notice No. 359, it is thereupon ORDERED by the Commission that said charge against the said W. J. Thornton, doing business under the name and style of Home Transportation Line of St. Petersburg, Florida, be and the same is hereby DISMISSED.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 15th day of December, 1925.

R. HUDSON BURR,

Chairman.

ORDER NO. 837,  
FILE NO. 4331.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PRESCRIBING TOLL RATES  
AND REGULATIONS FOR THE GANDY BRIDGE.

Pursuant to Notice No. 377, dated the 18th day of November, 1925, this matter came on for hearing Tuesday, December 1, 1925, at the rooms of the Tampa Board of Trade, Tampa, Florida, at 10 o'clock a. m., to then and there hear, consider and determine whether the 20% reduction in toll rates asked by the Tampa & St. Petersburg Railway Company should be allowed, or what other percentage of reduction, if any, should be made, and also to hear, consider and determine such other matters relating to the operation of the Gandy Bridge by the Tampa & St. Petersburg Railway Company as might properly arise in connection therewith, as set forth in said notice, and then and there appeared the following:

G. M. Holtanges, President, Tampa Auto Dealers Association, for said Tampa Auto Dealers Association; C. S. Hoskins, Traffic Manager, Tampa Board of Trade, for said Tampa Board of Trade; George S. Gandy, Jr., President, Tampa & St. Petersburg Railway Company, for said Tampa & St. Petersburg Railway Company; J. White Bethell, attorney, St. Petersburg, Florida, for Tampa & St. Petersburg Railway Company; George S. Gandy, Sr., Director Tampa & St. Petersburg Railway Company, St. Petersburg, Florida, for said Tampa & St. Petersburg Railway Company; Lee C. Sheppard, St. Petersburg, Florida, auditor, Tampa & St. Petersburg Railway Company, for said Tampa & St. Petersburg Railway Company; E. M. Louguire, St. Petersburg, Florida, Secretary-Treasurer, Tampa & St. Petersburg Railway Company, for said Tampa & St. Petersburg Railway Company, and said Railroad Commissioners of the State of Florida then and there heard the testimony of witnesses, received documentary evidence and heard argument of counsel for said Tampa & St. Petersburg Railway Company and took the matter under advisement.

And now on this day the said matter coming on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the following schedule of toll rates and charges for the Gandy Bridge, owned and operated by the Tampa & St. Petersburg Railway Company, are just and reasonable and should be put into effect, and said Railroad Commissioners do hereby make and prescribe the following schedule of toll rates, and the following rules and regulations relating thereto, to-wit.:

## TAMPA &amp; ST. PETERSBURG RAILWAY COMPANY.

(Toll Rates and Regulations for the Gandy Bridge.)

*Rates:*

Automobile and Driver...	50c, plus 5c per passenger.
Motorbus and Driver ....	75c, plus 5c per passenger.
Motor Truck and Driver..	50c, plus 5c per 1,000 lbs.
(Any number of axles, but with wheel-base not exceeding 18 feet.)	or fraction thereof in excess of 6,000 lbs. gross weight, plus 5c per passenger.
Trailer and one passenger.	50c, plus 5c per 1,000 lbs.
(If total wheel-base of truck and trailer ex- ceeds 18 feet.)	or fraction thereof in excess of 6,000 lbs. gross weight, plus 5c per passenger.

*Miscellaneous:*

Motorcycle and Driver.....	25c, plus 5c per passenger.
Bicycle and Rider.....	10c, plus 5c per passenger.
Double Team and Driver.....	50c, plus 5c per passenger.
Single Team and Driver.....	50c, plus 5c per passenger.
Horse and Rider.....	25c, plus 5c per passenger.
Loose driven Cattle, Horses, etc.....	20c per head.

*Regulations:*

1. Pedestrians prohibited from crossing bridge.
2. Loitering or fishing upon the bridge section prohibited.
3. Special arrangement must be made in advance with the management of the bridge for the crossing of loose driven cattle, horses, etc.
4. Steel-shod tractors, traction engines, log-carts, prohibited.
5. Vehicles with badly worn solid rubber tires prohibited.
6. Vehicles of more than 16,000 pounds gross weight prohibited.

7. Motor vehicles—Speed: Minimum 15 miles, maximum, 30 miles.
8. Trailers so built, or so connected to trucks, as to cause a serious hindrance to traffic or to constitute dangerous driving conditions, prohibited from crossing bridge.
9. Bright head-lights prohibited.

It is further ORDERED that said schedule of rates and said rules and regulations relating thereto shall be effective on and after 12:01 o'clock a. m., the 1st day of January, 1926.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of December, 1925.

R. HUDSON BURR,

Chairman.

ORDER NO. 838,  
FILE NO. 8340.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF CONSENT AND APPROVAL  
OF THE SALE OF ALL THE PROPERTY AND  
ASSETS OF THE HASTINGS TELEPHONE COR-  
PORATION TO THE FLORIDA TELEPHONE COR-  
PORATION.

*Commissioners Burr, Wells and Matthews.*

1. Whereas application was filed on December 21, 1925, with the Railroad Commissioners of the State of Florida for their consent and approval of the sale by Hastings Telephone Corporation to the Florida Telephone Corporation, according to the terms and conditions set forth in the petition of the said Hastings Telephone Corporation on file with said Railroad Commissioners, which position shows that said sale has been consented to by holders of more than three-fourths of all capital stock of said Hastings

Telephone Corporation as required by Chapter 7933, Acts of 1919, Laws of Florida (Section 4048, Michies Compiled Laws of Florida, 1925) ;

2. It is therefore ORDERED by the Railroad Commissioners of the State of Florida that the sale of all of the assets of the Hastings Telephone Corporation to the Florida Telephone Corporation upon the terms and conditions set forth in the petition of said Hastings Telephone Corporation filed with the Commissioners on December 21, 1925, be consented to and approved by the Commission, and that upon the acquisition by said Florida Telephone Corporation of such assets of the Hastings Telephone Corporation that said Florida Telephone Corporation be authorized to charge the same schedule of rates heretofore authorized by the Railroad Commissioners of Florida for said Hastings Telephone Corporation, and that this order become effective December 31, 1925.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 30th day of December, 1925.

R. HUDSON BURR,

Chairman.

ORDER NO. 839,  
FILE NO. 4330.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF CONSENT AND APPROVAL  
OF THE SALE OF ALL STREET RAILWAY PROP-  
ERTIES OWNED BY MIAMI BEACH ELECTRIC  
COMPANY TO THE MIAMI BEACH RAILWAY  
COMPANY.

*Commissioners Burr, Wells and Matthews.*

1. Whereas, it appears by petition of Miami Beach Electric Company filed with this Commission on December 23, 1925, that on April 19, 1923, all of the street railway



properties owned by it were transferred by bill of sale to the Miami Beach Railway Company, the nature of such property transferred being set forth in said petition as follows:

All of the railway track then owned by Miami Beach Electric Company; all of the bridges; all of the trolley wires over the track; ten single-end Birney passenger cars; all tools and equipment used in the maintenance of the railway properties; all other personal property used in connection with the operation of the railway property; all right, title and interest in and to the street railway franchise granted by the City of Miami Beach, the agreement of the County Commissioners of Dade County covering the operation of the cars over the causeway, the agreement with the City of Miami covering the operation of cars in the city of Miami owned by the city and the franchise granted by the City of Miami for the operation of street cars from the west end of the causeway to the center of the city of Miami.

And it further appears that the street railway lines were taken over by the Miami Beach Railway Company on midnight, April 30, 1923, all of which was consented to by the holders of not less than three-fourths of the capital stock of the Miami Beach Electric Company, subject to the terms and conditions and for the consideration set forth in the said petition of the said Miami Beach Electric Company on file with this Commission.

2. And whereas it appears that the provisions of Chapter 7933, Acts of 1919, Laws of Florida (Michies Compiled Laws, 1925, Section 4048-3), have been complied with as to such sale, so as to warrant the consent and approval of this Commission thereto in the absence of any objection to such consent and approval;

3. Therefore it is ORDERED by the Railroad Commissioners of the State of Florida that the sale of the street railway properties owned by the Miami Beach Electric Company to the Miami Beach Railway Company as set forth in the petition on file with this Commission, and

hereinbefore recited and referred to, be consented to and approved by the Railroad Commissioners of the State of Florida, conditioned, however, that all orders, rules, rates, regulations and requirements heretofore made by the Railroad Commissioners of the State of Florida, which are applicable to the said Miami Beach Electric Company shall extend to and be binding upon the Miami Beach Railway Company and all fines, forfeitures and penalties, if any, which may have been incurred to the State of Florida by said Miami Beach Electric Company, or for which it may have become liable prior to the date of this order shall be extended to and be accepted by the said vendee Miami Beach Railway Company by its acceptance of this consent and approval or its recognition hereof.

4. The consent and approval hereinbefore referred to shall be deemed to relate to and become effective as of May 1, 1923, subject to the conditions set forth in paragraph 3 of this order.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 30th day of December, 1925.

R. HUDSON BURR,

Chairman.

ORDER NO. 840,

FILE NO. 4329.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY AND THE FLORIDA TELEPHONE  
ASSOCIATION FOR CHANGES IN TOLL RATES  
IN THE STATE OF FLORIDA.

1. On October 8, 1925, the Southern Bell Telephone & Telegraph Company and The Florida Telephone Association petitioned the Railroad Commissioners of the State of Florida to hold a hearing for the purpose of authorizing a

change in Toll Rates for the State of Florida, by changes in basis of mileage measurement, by classification of toll telephone service, which would include reduced rates for night service, and by the adoption of a schedule of rates applicable thereto, said petitioner The Florida Telephone Association consisting of a membership including practically all of the operating telephone companies in the State of Florida, embracing the Peninsular Telephone Company, The Inter-County Telephone & Telegraph Company and the Florida Telephone Corporation.

2. On December 7, 1925, written notice was given that the said Commissioners would be in session in the hearing room of the Florida Railroad Commission at Tallahassee, Florida, on the 22d day of December, 1925, at 10 o'clock a. m., to hear and consider the aforesaid application of the said Southern Bell Telephone & Telegraph Company and The Florida Telephone Association, and to hear and consider such other matters relating thereto as might arise in the premises.

And at said time and place said petitioners and all other parties interested would have an opportunity to be fully heard in the premises.

3. On December 22, 1925, the said Railroad Commissioners of the State of Florida met in open session in their hearing room in the Supreme Court Building at Tallahassee, Florida, at 10 o'clock a. m., to hear and consider the aforesaid application referred to in paragraph 2 of this Order, and to hear all other parties interested who desired to be heard in the premises, at which time and place the following appearances were entered as participating in said hearing:

J. J. McTiernan, Chief Accountant; Ernest F. Brown, Resident Engineer; Macon Martin, General Commercial Engineer; David Laird, Florida Manager; F. L. Woodruff, General Commercial Manager, and E. D. Smith, General Solicitor, all appearing for the Southern Bell Telephone & Telegraph Company; J. S. Gillentine, Vice-President and General Manager, Inter-County Telephone &

Telegraph Company; Frank D. Moor, Secretary, appearing on behalf of Florida Telephone Association; O. L. McCranie, Traffic Manager, St. Joseph Telephone & Telegraph Company; W. G. Brorein, President, and A. B. Steuart, General Auditor, appearing for the Peninsular Telephone Company.

4. At said hearing the said Commissioners proceeded to hear testimony under oath in support of the petitions aforesaid, and gave full opportunity to any person or association of persons present in person or by attorney to offer any evidence for or against the said petitions if such should be their desire, and the Commissioners thereupon heard the arguments of petitioners made in support of said petitions.

5. After hearing evidence under oath and arguments in support of said petitions, there being no evidence given or tendered in opposition to said petitions, and no person, firm or corporation having entered any appearance to oppose the same, the Commissioners took said petitions and matters connected therewith under advisement for final determination.

6. And now on this 30th day of December, 1925, the Railroad Commissioners of the State of Florida having fully considered all of the evidence and arguments adduced as aforesaid and being advised of their opinion and order to be given in the premises, do hereby make, promulgate, establish and approve the following revised schedule of telephone toll rates and charges, together with the classifications, rules and regulations pertaining thereto as hereinafter set forth, for application to telephone toll service by all telephone companies in the State of Florida, to take effect and become operative at 12:01 o'clock a. m., on the 15th day of January, 1926, to-wit:

## REVISED SCHEDULE OF TELEPHONE TOLL RATES AND CHARGES.

### CLASSIFICATION OF TOLL TELEPHONE SERVICE AND SCHEDULE OF RATES APPLICABLE THERETO.

#### I. *Classification of Toll Telephone Service.*

##### 1. Station-to-Station Messages.

This service shall be defined by the following conditions:

- (a) Orders for Station-to-Station service shall specify the telephone station called, either by telephone number, or by the name of the subscriber of the called station.
- (b) Under this classification, orders will not be accepted to establish communication between particular persons.
- (c) The measurement of the duration of a Station-to-Station message for purposes of the application of rates shall begin at the moment when telephonic communication is established between the called and the calling station. The term "station" for the purpose of this class is defined to include a private branch exchange switchboard operator, in those cases where private branch exchange systems are involved in Station-to-Station service.
- (d) The charges for Station-to-Station messages shall not be "reversed," i. e., collected at the called station.

##### 2. Person-to-Person Calls.

This service shall be defined by the following conditions:

- (a) Orders will be accepted to establish communication between specified persons.
- (b) The measurement of the duration of a Person-to-Person message for the purpose of the application of rates shall begin at the moment when communication begins with or between the particular per-



son or persons specified in the order; provided that certain Report Charges will be made under the conditions specified in the clause next below, where communication may not be established.

- (c) Orders for Person-to-Person service are accepted only under the condition that a limited charge (to be known as "Report Charge") will be made in the following cases where it is impossible to establish communication between particular persons:
- (1) When the order is to establish communication with a particular person in a given city, telephone address unknown, and the particular person cannot be secured within one hour (exclusive of any time during which "no circuits" or other cause prevent communication of the order to the distant city or exchange, or its completion).
  - (2) When the designated person called refuses to talk.
  - (3) When the report is returned that the designated person called is "out" or "out and will return at (specified time)" or "out and time of return unknown," "is absent from City," and similar reports advising the calling subscriber of the facts ascertained when failure to complete the order is due solely to the circumstances of the called person or to fault in describing the location of the called person, and when all of the work preliminary to establishing communication with the called person is done.
  - (4) When communication between the designated persons cannot be established because the designated person at the calling station is absent at the calling station; provided that no charge shall be made in such cases

where the delay, if any, in establishing connection is greater than one hour.

- (5) When the designated person at the calling station refuses to talk when the facilities for communication have been established.

3. Appointment Calls.

Appointment calls are Person-to-Person calls, the order for which provides that communication is to be arranged for to take place at a specified time.

4. Messenger Calls.

Messenger Calls are Person-to-Person calls requiring the use of a messenger to secure attendance of a designated person at one of the public pay stations at the distant point.

5. Collect Calls.

Collect Calls are Person-to-Person calls, the charges for which are "reversed," i. e., to be collected from the subscriber of the distant station at which the call is to be completed.

II. *Toll Rates for Station-to-Station Messages.*

The following initial period rates apply for Station-to-Station toll messages, where the distance does not exceed 40 miles by direct air line measurement:

For Distances	But not	Initial
more than	more than	rate is
0 miles	12 miles	\$0.10
12 "	18 "	.15
18 "	25 "	.20
24 "	30 "	.25
30 "	36 "	.30
36 "	40 "	.35

The following initial period rates apply for Station-to-Station toll messages for all distances in excess of 40 miles by direct air line measurement.

For Distances	But not	Initial
more than	more than	rate is
40 miles	42 miles	\$0.35
42 "	48 "	.40
48 "	56 "	.45

For each additional 8 miles up to 96 miles, from 96 to 112 miles and for each additional 8 miles beyond 112 miles, or fraction thereof, 5 cents additional.

For the purpose of applying standard rates where the direct air line distance between points is in excess of 40 miles, distance shall be determined as the air line distance between the centers of blocks 7 miles square, within which the points of communication are located, and where the distance is in excess of 350 miles by the air line distance between the centers of sections 35 miles square.

The block and section scaling system for purposes of measuring toll rate distance between points more than 40 miles distant by direct measurement, shall consist of a grid containing sections 35 miles square, each section subdivided into 25 blocks seven miles square, so placed on a polyconic projection of a Government Survey map of the United States that section lines coincide with a line drawn approximately north and south through the center of the United States and with a line at right angles passing through the northwestern point of the International boundary line in the Strait of Georgia.

### III. *Toll Rates for Other Classes of Toll Calls.*

1. The initial rates for person-to-person calls are established as follows: For distances up to 112 miles, the rate is approximately 40 per cent in addition to the station-to-station initial day rate between the same

points, computed to the nearest multiple of 5 cents. However, the minimum differential is 5 cents and the maximum is 20 cents. For distances of over 112 miles the rate is approximately 25 per cent in addition to the station-to-station initial day rate between the same points, computed to the even or next lower multiple of 5 cents. See the Table of Computed Rates for Station-to-Station, Person-to-Person, and Appointment and Messenger Toll Calls.

2. In those cases where Person-to-Person Calls are not completed and a report is made or the conditions are such as described in Paragraph 1.2-(c) of this schedule, a Report Charge shall be made of approximately one-fourth the initial rate for Station-to-Station messages between the same points, in accordance with the SCHEDULE OF COMPUTED RATES FOR STATION-TO-STATION, PERSON-TO-PERSON, AND APPOINTMENT AND MESSENGER TOLL CALLS, attached hereto and hereby made a part of this schedule; but no Report Charge shall be less than 10 cents for any one call, nor more than \$2.00.
3. The initial rates for appointment and messenger calls are established as follows: For distances up to 112 miles, the rate is approximately 70 per cent in addition to the station-to-station initial day rate between the same points, computed to the nearest multiple of 5 cents. However, the minimum differential is 15 cents and the maximum is 40 cents. For distances of over 112 miles, the rate is approximately 50 per cent in addition to the station-to-station initial day rate between the same points, computed to the even or next lower multiple of 5 cents. See the Table of Computed Rates for Station-to-Station, Person-to-Person and Appointment and Messenger Toll Calls.
4. The rate for Messenger Calls shall be the same as applied to Appointment Calls, between the same points, plus any charges that may be required for the service of messengers.

#### IV. *Toll Night Rates.*

1. Between the hours of 8:30 p. m. and 4:30 a. m., the Night Rates for Station-to-Station Messages shall be approximately 50 per cent less than the regular Day Rates, in accordance with the SCHEDULE OF COMPUTED NIGHT RATES attached hereto, and hereby made a part of this schedule; except that no reduction is made where the initial station-to-station day rate is 25 cents or less.
2. For the purpose of applying Night Rates, the time of day at the point at which a Station-to-Station message originates shall be used.
3. Day Rates only shall be employed between the hours of 4:30 a. m. and 8:30 p. m.

#### V. *Initial Periods, Overtime Periods, and Overtime Rates.*

The following initial periods and overtime rates apply in connection with all toll calls and messages made at the initial toll rates:

##### 1. Initial Period and Overtime Period:

Where the Initial Rate is	The Initial Period is	The Overtime Period is
\$0.10	5 Minutes	3 Minutes
.15	5 "	2 "
.20	5 "	2 "
.25	5 "	1 "
.30	3 "	1 "
.35	3 "	1 "
All other rates	3 "	1 "

Where Person-to-Person Calls are accepted at the above Initial Rates, the initial period is three minutes and the overtime period is one minute.



## 2. Overtime Rates are as follows:

Where the Initial Rate is	The Overtime Rate is
\$0.10	\$0.05
.15	.05
.20	.05
.25	.05
.30	.10
.35	.10

and thereafter approximately  $\frac{1}{3}$  of the initial rate, and in no case more than  $\frac{1}{3}$  of the initial rate computed to the even or next lower multiple of five cents.

**SCHEDULE OF COMPUTED RATES FOR STATION-TO-STATION, PERSON-TO-PERSON AND APPOINTMENT AND MESSENGER TOLL CALLS.**

Distances Air Line Miles		Station to Day Rates	Person to Person Rates	Appoint- ment and Messenger Rates	Report
Over	Up to and Including	4:30 A.M. to 8:30 P.M.	All Hours	All Hours	Charge.
0	12	.10	.15	.25	.10
12	18	.15	.25	.30	.10
18	24	.20	.30	.35	.10
24	30	.25	.35	.45	.10
30	32	.30	.40	.50	.10
32	36	.30	.40	.50	.10
36	40	.35	.50	.60	.10
40	42	.35	.50	.60	.10
42	48	.40	.55	.70	.10
48	56	.45	.65	.75	.15
56	64	.50	.70	.85	.15
64	72	.55	.75	.95	.15
72	80	.60	.80	1.00	.15
80	88	.65	.85	1.05	.15
88	96	.70	.90	1.10	.20
96	104	.75	.95	1.15	.20
104	112	.75	.95	1.15	.20

SCHEDULE OF COMPUTED RATES FOR STATION-TO-  
STATION, PERSON-TO-PERSON AND APPOINTMENT  
AND MESSENGER TOLL CALLS—Continued.

Over	Distances		Station to Station Day Rates 4:30 A.M. to 8:30 P.M.	Person to Person Rates All Hours	Appoint- ment and Messenger Rates All Hours	Report Charge
	Air Line	Miles Up to and Including				
112		120	.80	1.00	1.20	.20
120		128	.85	1.05	1.25	.25
128		136	.90	1.10	1.35	.25
136		144	.95	1.15	1.40	.25
144		152	1.00	1.25	1.50	.25
152		160	1.05	1.30	1.55	.30
160		168	1.10	1.35	1.65	.30
168		176	1.15	1.40	1.70	.30
176		184	1.20	1.50	1.80	.30
184		192	1.25	1.55	1.85	.35
192		200	1.30	1.60	1.95	.35
200		208	1.35	1.65	2.00	.35
208		216	1.40	1.75	2.10	.35
216		224	1.45	1.80	2.15	.40
224		232	1.50	1.85	2.25	.40
232		240	1.55	1.90	2.30	.40
240		248	1.60	2.00	2.40	.40
248		256	1.65	2.05	2.45	.45
256		264	1.70	2.10	2.55	.45
264		272	1.75	2.15	2.60	.45
272		280	1.80	2.25	2.70	.45
280		288	1.85	2.30	2.75	.50
288		296	1.90	2.35	2.85	.50
296		304	1.95	2.40	2.90	.50
304		312	2.00	2.50	3.00	.50
312		320	2.05	2.55	3.05	.55
320		328	2.10	2.60	3.15	.55
328		336	2.15	2.65	3.20	.55
336		344	2.20	2.75	3.30	.55
344		352	2.25	2.80	3.35	.60
352		360	2.30	2.85	3.45	.60

**SCHEDULE OF COMPUTED RATES FOR STATION-TO-STATION, PERSON-TO-PERSON AND APPOINTMENT AND MESSENGER TOLL CALLS—Continued.**

Over	Distances Air Line Miles		Station to Station Day Rates 4:30 A.M. to 8:30 P.M.	Person to Person Rates All Hours	Appoint- ment and Messenger Rates All Hours	Report Charge
	Up to and Including					
360	368		2.35	2.90	3.50	.60
368	376		2.40	3.00	3.60	.60
376	384		2.45	3.05	3.65	.65
384	392		2.50	3.10	3.75	.65
392	400		2.55	3.15	3.80	.65
400	408		2.60	3.25	3.90	.65
408	416		2.65	3.30	3.95	.70
416	424		2.70	3.35	4.05	.70
424	432		2.75	3.40	4.10	.70
432	440		2.80	3.50	4.20	.70
440	448		2.85	3.55	4.25	.75
448	456		2.90	3.60	4.35	.75
456	464		2.95	3.65	4.40	.75
464	472		3.00	3.75	4.50	.75
472	480		3.05	3.80	4.55	.80
480	488		3.10	3.85	4.65	.80
488	496		3.15	3.90	4.70	.80
496	504		3.20	4.00	4.80	.80

**SCHEDULE OF COMPUTED NIGHT RATES FOR STATION-TO-STATION TOLL MESSAGES.**

Over	Distances Air Line Miles		Station-to-Station Night Rates	
	Up to and Including		8:30 P.M. to 12 Mid.	12 Mid. to 4:30 A.M.
0	12		.10	.10
12	18		.15	.15
18	24		.20	.20
24	30		.25	.25
30	32		.25	.25
32	36		.25	.25
36	40		.25	.25

**SCHEDULE OF COMPUTED NIGHT RATES FOR STATION-  
TO-STATION TOLL MESSAGES—Continued.**

Distances Air Line Miles		Station-to-Station	Night Rates
Over	Up to and Including	8:30 P.M. to 12 Mid.	12 Mid. to 4:30 A.M.
40	42	.25	.25
42	48	.25	.25
48	56	.25	.25
56	64	.25	.25
64	72	.30	.30
72	80	.30	.30
80	88	.35	.35
88	96	.35	.35
96	104	.40	.40
104	112	.40	.40
112	120	.40	.40
120	128	.45	.45
128	136	.45	.45
136	144	.50	.50
144	152	.50	.50
152	160	.55	.55
160	168	.55	.55
168	176	.60	.60
176	184	.60	.60
184	192	.65	.65
192	200	.65	.65
200	208	.70	.70
208	216	.70	.70
216	224	.75	.75
224	232	.75	.75
232	240	.80	.80
240	248	.80	.80
248	256	.85	.85
256	264	.85	.85
264	272	.90	.90
272	280	.90	.90
280	288	.95	.95
288	296	.95	.95

**SCHEDULE OF COMPUTED NIGHT RATES FOR STATION-  
TO-STATION TOLL MESSAGES—Continued.**

Distances Air Line Miles		Station-to-Station	Night Rates
Over	Up to and Including	8:30 P.M. to 12 Mid.	12 Mid. to 4:30 A.M.
296	304	1.00	1.00
304	312	1.00	1.00
312	320	1.05	1.05
320	328	1.05	1.05
328	336	1.10	1.10
336	344	1.10	1.10
344	352	1.15	1.15
352	360	1.15	1.15
360	368	1.20	1.20
368	376	1.20	1.20
376	384	1.25	1.25
384	392	1.25	1.25
392	400	1.30	1.30
400	408	1.30	1.30
408	416	1.35	1.35
416	424	1.35	1.35
424	432	1.40	1.40
432	440	1.40	1.40
440	448	1.45	1.45
448	456	1.45	1.45
456	464	1.50	1.50
464	472	1.50	1.50
472	480	1.55	1.55
480	488	1.55	1.55
488	496	1.60	1.60
496	504	1.60	1.60

DONE AND ORDERED by the Railroad Commissioners  
of the State of Florida, in session at their office in the city  
of Tallahassee, Florida, this 30th day of December, 1925.

R. HUDSON BURR,

Chairman.



ORDER NO. 841,  
FILE NO. 4323.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO FIX RATES FOR A MAGNETO  
TELEPHONE EXCHANGE AT EAU GALLIE,  
FLORIDA.

1. On August 27, 1925, the Railroad Commissioners of the State of Florida gave notice in writing that the said Commissioners would be in session in the Chamber of Commerce Rooms at Eau Gallie, Florida, on September 23, 1925, at 3 o'clock p. m., to hear and consider the application of Southern Bell Telephone & Telegraph Company for telephone rates to be charged at Eau Gallie, Florida, and to hear and consider such other matters relating thereto as might arise in the premises.

2. On said 23d day of September, 1925, said Railroad Commissioners were in session in the Chamber of Commerce Rooms at Eau Gallie, Florida, at 3 o'clock p. m., pursuant to said notice, and for the purpose of hearing and considering the matters stated therein, at which time and place appeared the following:

For Southern Bell Telephone & Telegraph Company, David Laird, Florida Manager, and R. L. Boyd, District Manager, of Jacksonville, Florida; for Eau Gallie Chamber of Commerce, S. K. Watts, Eau Gallie; Roy Shipman, President, Eau Gallie Chamber of Commerce, Box 255, Eau Gallie, Florida; for City of Eau Gallie, Florida, W. J. Creel, City Councilman, Eau Gallie, Florida; A. McCormick, City Clerk and Tax Collector, Eau Gallie, Florida.

3. Thereupon the Railroad Commissioners of the State of Florida, being in session as aforesaid, proceeded to hear and consider the petition of the Southern Bell Telephone

& Telegraph Company to fix rates for a magneto telephone exchange at Eau Gallie, Florida, and all other parties interested therein, and took testimony under oath material to the matters involved in or connected with said petition and heard the arguments of all parties appearing and desiring to be heard for or against the subject matter involved in said hearing, and thereupon the said Railroad Commissioners took the matter presented under 'advisement for consideration and determination.

4. And now on this day said Railroad Commissioners of the State of Florida having fully heard and considered the petition aforesaid and all evidence and arguments adduced at the hearing aforesaid and being fully advised in the premises, do hereby make, promulgate, establish and declare the following rates for telephone service for the Magneto Telephone Exchange of the Southern Bell Telephone & Telegraph Company at Eau Gallie, Florida, together with the following classifications and rules and regulations applicable thereto, to-wit:

SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY.—LOCAL EXCHANGE TARIFF AUTHORIZED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA FOR MAGNETO TELEPHONE EXCHANGE AT EAU GALLIE, FLORIDA.

#### REGULATIONS.

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. Wall Sets are only furnished at the rates shown below. For Desk Sets an additional charge of 25 cents per month is made.

3. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of an Eau Gallie Central Office.

## RATES AND THEIR APPLICATION.

A. Within the Base Rate Area, i. e., a radial distance of one mile from the Central Office, except that the East boundary of this radius shall not extend beyond the west bank of the Indian River, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business..	\$4.50	\$——	\$——
Residence.	2.75	——	2.25

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business..	\$4.50	\$——	\$3.50
Residence.	2.75	——	2.25

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service—	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward).....	15	3
Joint User .....	19	3
Toll Terminal .....	8	2

5. This order shall take effect and become operative upon the completion and putting into practical operation by the Southern Bell Telephone & Telegraph Company at Eau Gallie, Florida, of its proposed improved Magneto Telephone Exchange, and the filing with the Commission

by said Southern Bell Telephone & Telegraph Company of a written report showing such fact, and its due acknowledgment by the Chairman of this Commission to said Southern Bell Telephone & Telegraph Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 842,  
FILE NO. 4300.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF VIOLATION OF RULE 2, SECTION 1, GENERAL RULES OF THE RAILROAD COMMISSIONERS OF FLORIDA, BY FAILURE OF MUSCLE SHOALS, BIRMINGHAM & PENSACOLA RAILWAY COMPANY, PENSACOLA, FLORIDA, TO FILE REPORT FOR SEPTEMBER, 1925.

NOTICE NO. 382.

*Commissioners Burr and Wells.*

For good and sufficient reasons made to appear before the Railroad Commissioners of the State of Florida, it is ORDERED that the proceeding entitled as above be DISMISSED.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 4th day of January, 1926.

R. HUDSON BURR,  
Chairman.

ORDER NO. 843,  
FILE NO. 4300.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF VIOLATION OF RULE 2, SECTION 1, GENERAL RULES OF RAILROAD COMMISSIONERS OF FLORIDA BY FAILURE OF LIVE OAK, PERRY & GULF RAILROAD COMPANY TO FILE REPORT FOR SEPTEMBER, 1925.

NOTICE NO. 383.

*Commissioners Burr and Wells.*

For good and sufficient reasons made to appear before the Railroad Commissioners of the State of Florida, it is ORDERED that the proceedings entitled as above be DISMISSED.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 4th day of January, 1926.

R. HUDSON BURR,  
Chairman.

ORDER NO. 844,  
FILE NO. 4258.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY FOR A HEARING FIXING RATES FOR FLAGLER EXCHANGE, LEMON CITY-LITTLE RIVER, FLORIDA.

1. Pursuant to Notice No. 371, dated the 16th day of September, 1925, the above-mentioned matter came on for



formal hearing before the Railroad Commissioners of the State of Florida in the Public School Auditorium at Lemon City, Florida, on the 26th day of September, 1925, and then and there appeared the following persons:

Vernon Baird, District Manager, and David Laird, Florida Manager, appearing for Southern Bell Telephone & Telegraph Company; C. L. Wilson, Don O. Willis, T. A. Winfield, all of Little River, Florida; Hamilton Michelson, J. F. Scullen, H. G. Curry, E. O. Patterson, J. J. Wall, H. E. Woodward, Roy Wright, all of Miami Shores, Florida; Katherine A. Geartts, May S. Flood, W. J. Dumpelmann, W. H. Burwell, all of Miami, Florida; Dr. J. G. DuPuis, H. L. Clark, Orville & Yates, all of Lemon City, Florida, all appearing for the public; Dr. A. W. Ziebold, appearing for the City of Miami, and Dr. J. G. DuPuis, appearing for the Citizens League of Dade County, and other interested parties.

2. And said Commissioners at said hearing took the testimony of witnesses under oath, and heard all parties desiring to be heard, and being fully advised in the premises, do hereby fix, prescribe, make, promulgate and establish the following rates to be charged by the Southern Bell Telephone & Telegraph Company from and after its complete installation and putting into practical operation of its improved Flagler Telephone Exchange at Lemon City-Little River, Florida, together with the Classifications and Regulations hereinafter set forth governing the same.

**SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY.—LOCAL EXCHANGE TARIFF FOR FLAGLER EXCHANGE FILED WITH AND APPROVED BY THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA.**

**BASE RATE AREA.**

The Base Rate Area as referred to in this tariff shall include the following territory, to-wit: Begin at a point where 54th Street of Miami, Florida, intersects the shore

line of Biscayne Bay and thence run north along said bay to the point where 89th Street intersects said shore line of said bay, thence run west along 89th Street to N. W. 7th Avenue extended, thence south along N. W. 7th Avenue Extended to 54th Street, thence east along 54th Street to place of beginning.

The Service Area as referred to in this tariff shall include the following territory, to-wit: Begin at a point where 54th Street intersects the shore line of Biscayne Bay, thence run north along said shore line to the point where N. E. 98th Street intersects the shore line of said bay, thence run west along N. E. 98th Street to the point of its intersection with Biscayne Canal, thence northwest along said canal to the point of its intersection with 105th Street, thence west along 105th Street to N. W. 4th Avenue, thence north along N. W. 4th Avenue to Gratigny Road extended to said N. W. 4th Avenue, thence west along said Gratigny Road extended to N. W. 29th Avenue extended north, thence south along said N. W. 29th Avenue as extended to point of intersection with 54th Street, thence east along said 54th Street to its point of intersection with shore line of Biscayne Bay which is the place of beginning.

A plat showing these areas is on file with the Railroad Commission as part of these proceedings.

#### REGULATIONS.

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. Wall Sets are only furnished at the rates shown below. For Desk Sets an additional charge of 25 cents per month is made.

3. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Flagler Central Office.

## RATES AND THEIR APPLICATION.

A. Within the Base Rate Area as shown by the attached map, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business..	\$6.00	\$5.00	\$—
Residence.	3.50	3.00	2.50

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business..	\$6.00	\$5.00	\$—
Residence.	3.50	3.00	2.50

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service—	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward).....	15	—
Joint User .....	19	—
Toll Terminal .....	8	—

The rates and regulations for the classes of service and equipment given below are as specified in the General Exchange Tariff, with the exceptions indicated:

Private Branch Exchange Service:

For Desk Sets in connection with commercial private branch exchange stations an additional charge of 25c per month is made.

## Class A Systems:

Switchboard, with one operator's telephone.....\$2.25

## Trunk Lines:

## Flat Rate

Both-way, each..... $1\frac{1}{2}$  Individual Line Business or  
Residence rate.Inward, each .....  $\frac{3}{4}$  Individual Line Business or  
Residence rate.

## Message Rate

First, both-way only, including an allowance of 100 local  
messages per month:

Commercial .....\$5.00

Additional, without message allowance, each.... 2.50

The rates and regulations for the classes of service and  
equipment given below are as specified in the General Ex-  
change Tariff, with the exceptions indicated:

## Class A Systems—(Continued)

## Stations, each

## Flat Rate

Commercial .....\$1.25

## Message Rate

Commercial ..... 1.00

## Additional Local Messages, each:

Commercial .....  $.03\frac{1}{2}$ 

Battery power, within base rate area..... 1.50

Ringing Circuit, within base rate area..... 1.50

## Class B Systems:

1. "Lines in use" as used herein is to be interpreted to  
mean trunk lines and station circuits.

Switchboard with one operator's telephone for each posi-  
tion, per position:

10 lines or less in use..... \$3.00

11 to 30 lines in use..... 4.50

31 to 60 lines in use..... 6.00

61 to 100 lines in use.....	7.50
101 to 150 lines in use.....	9.00
151 to 200 lines in use.....	10.50
201 to 260 lines in use.....	12.00
261 to 320 lines in use.....	13.50

## Trunk Lines:

## Flat Rate

Both-way each..... $1\frac{1}{2}$  Individual Line Business or  
Residence rate.

Inward, each..... $\frac{3}{4}$  Individual Line Business or  
Residence rate.

## Message Rate

First, both-way only, including an allowance of 100 mes-  
sages per month:

Commercial, Hotel and Apartment House...\$5.00

Additional, without message allowance, each 2.50

The rates and regulations for the classes of service and  
equipment given below are as specified in the General Ex-  
change Tariff, with the exceptions indicated:

## Class B Systems—(Continued)

## Stations, each:

## Flat Rate

Commercial.....\$1.25

## Message Rate

Commercial.....1.00

Hotel and Apartment House......75

Note: In connection with Hotel and Apartment House  
Systems, where the subscriber installs and maintains the  
inside wiring, the charge for each station is 33  $\frac{1}{3}$ c per  
month.

## Additional Local Messages, each:

Commercial, Hotel and Apartment House...  $31\frac{1}{2}$ c

## Battery Power, within base rate area:

Systems of 10 stations or less.....\$1.50

Systems of 11 to 30 stations.....2.50



Systems of 31 to 60 stations.....	4.00
Systems of over 61 stations.....	5.00
Ringin circuit, within base rate area.....	1.50

#### Class C Systems:

1. Private branch exchange systems of the Class C type are systems requiring special apparatus to meet the special requirements of the applicant. These apparatus requirements vary materially as to individual applicants and it is not practical to establish rates to meet these requirements. For such systems, therefore, rates covering switchboards and associated apparatus will be quoted only when the apparatus requirements in individual cases have been determined.

The rates and regulations for the classes of service and equipment given below are as specified in the General Exchange Tariff, with the exceptions indicated:

#### Class D Systems:

1. Subscribers are required to bear the cost of cabling in excess of 50 feet from the master station, including cost of labor and material, and are required to bear the total cost of cabling necessary to connect stations located outside the building in which the system is installed.

2. The maximum amount of equipment furnished is that for ten lines. Key switching equipment:

For the master station.....	\$1.00
For each additional station.....	.50

#### Trunk Lines:

##### Flat Rate

Both-way, each .....	$1\frac{1}{2}$ Individual Line Business or Residence rate.
Inward, each .....	$\frac{3}{4}$ Individual Line Business or Residence rate.

##### Message Rate

First, both-way only, including an allowance of 100 local messages per month:	
Commercial .....	\$5.00

Additional, without message allowance,	
each .....	2.50
Stations, each .....	1.25
Local battery supply .....	1.50
Additional Local Messages, each .....	.031½

#### Class E Systems:

1. Private Branch Exchange Systems of the Class E type are systems requiring special apparatus to meet the special requirements of the applicant. These apparatus requirements vary materially as to individual applicants and it is not practicable to establish rates to meet these varying requirements. For such systems, therefore, rates covering switchboards and associated apparatus will be quoted only when the apparatus requirements in individual cases have been determined.

All the private branch exchange rates outlined above contemplate that the service will be retained and paid for on an annual basis. If service is desired for periods of less than twelve months at a time, a minimum term of six months at the regular monthly rate plus 50% will apply.

The rates and regulations for the classes of service and equipment given below are as specified in the General Exchange Tariff, with the exceptions indicated.

#### Semi-Public Telephone Service:

For semi-public telephone service a daily guarantee of 20 cents from local messages is required. Local messages are charged for at 5 cents for each 5 minutes or fraction thereof, and a refund of 25 per cent is allowed of the amount collected for local messages in excess of the guarantee for the collection period.

3. The foregoing schedule of rates shall become effective upon the installation and putting into practical operation by the Southern Bell Telephone & Telegraph Company of its improved Flagler Exchange at Lemon City-Little River, Florida, and upon report of such fact to this Commission and its acknowledgment by the Chairman, said tariff shall thereupon be in full force and operation.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 845,  
FILE NO. 4296.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF  
SOUTHERN BELL TELEPHONE & TELEGRAPH  
COMPANY TO INCREASE ITS TELEPHONE  
RATES AT TITUSVILLE, FLORIDA.

1. Pursuant to Notice No. 363, dated August 27, 1925, the Railroad Commissioners of the State of Florida held a session in the County Court House at Titusville, Florida, on September 22, 1925, at 3 o'clock p. m., to hear and consider the above matter, at which time and place appeared the following:

For Southern Bell Telephone & Telegraph Company, David Laird, Florida Manager; R. L. Boyd, District Manager, and E. T. Satcher, Group Manager, and thereupon the Commissioners heard testimony under oath concerning the subject matter stated in said notice, and afterward took the matter under advisement for the formulation of their order in the premises.

2. And now on this day, said Railroad Commissioners having fully considered the said subject matter and testimony taken, do make, establish, and promulgate the following order governing the telephone rates to be charged by said Southern Bell Telephone & Telegraph Company at Titusville, Florida.

## RATES AND THEIR APPLICATION.

A. Within the Base Rate Area, i. e., a radial distance of one mile from the Central Office, except that the East boundary of this radius shall not extend beyond the west bank of the Indian River, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$—
Residence.	3.00	2.50	2.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff.

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$4.00
Residence.	3.00	2.50	2.00

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward)....	15	4
Joint User .....	19	3
Toll Terminal .....	8	1

3. This order shall take effect and become operative upon the completion and cutting over of the new telephone plant at Titusville, Florida, and the filing with the Railroad Commissioners by the Southern Bell Telephone & Telegraph Company of a written report showing such fact

and its due acknowledgment by the Commission to the Southern Bell Telephone & Telegraph Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 846,  
FILE NO. 4329.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF PENINSULAR TELEPHONE COMPANY FOR MODIFICATION OF ORDER NO. 840, ENTERED IN THE MATTER OF APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY AND THE FLORIDA TELEPHONE ASSOCIATION FOR CHANGES IN TOLL RATES IN THE STATE OF FLORIDA.

This matter coming on to be heard upon the petition of Peninsular Telephone Company filed on January 16, 1926, praying for the entry of a Supplementary Order to Order No. 840, dated December 30, 1925, heretofore entered, by which Supplementary Order said Peninsular Telephone Company would be permitted in determining rates within the territory delineated by its Diagram B attached to its original petition, to establish turning points, two in number designated "A" and "B," the geometrical centers of Blocks SS72-0 and SS73-R, and it appearing to the said Railroad Commissioners of the State of Florida that said matters were fully acted upon and decided in the original hearing pursuant to which Order No. 840 was entered, and that the said Railroad Commissioners determined to be governed in all cases by air line mileage in establishing



the new system of toll rates prescribed in said Order No. 840, it is thereupon

CONSIDERED AND ORDERED that the petition of Peninsular Telephone Company filed herein January 16, 1926, be and the same is hereby denied.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session in their office in the city of Tallahassee, Florida, this 18th day of February, 1926.

R. HUDSON BURR,  
Chairman.

ORDER NO. 847,

FILE NO. 4296.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN RE APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY TO INCREASE ITS TELEPHONE RATES AT NEW SMYRNA, FLORIDA.

1. Pursuant to Notice No. 362, dated August 27, 1925, the Railroad Commissioners of the State of Florida held a session in the Chamber of Commerce Rooms at New Smyrna, Florida, on the 22d day of September, 1925, at 10 a. m., for the purpose of hearing and considering the application of Southern Bell Telephone & Telegraph Company to revise and increase its rates for telephone service at New Smyrna, Florida, and to hear and consider such other matters relating thereto as might arise in the premises, at which time and place there appeared the following:

For the Southern Bell Telephone & Telegraph Company, David Laird, Florida Manager; R. L. Boyd, District Manager; E. T. Satcher, Group Manager; for New Smyrna Chamber of Commerce, Dr. L. B. Bouchelle, President;

for New Smyrna News, Geo. H. Johnson, Reporter, and thereupon the Commissioners heard testimony under oath concerning the subject matter stated in said notice, and afterward took the matter under advisement for the formulation of their order in the premises.

2. And now on this day said Railroad Commissioners having fully considered the said subject matter and testimony taken, do make, establish and promulgate the following order governing telephone rates to be charged by said Southern Bell Telephone & Telegraph Company at New Smyrna, Florida:

#### RATES AND THEIR APPLICATION.

(A) Within the Base Rate Area, i. e., a radial distance of one mile from the Central Office, except that the East boundary of this radius shall not extend beyond the west bank of the Indian River, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business...	\$5.00	\$4.50	\$—
Residence.	3.00	2.50	2.00

(B) Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$4.00
Residence.	3.00	2.50	2.00

(C) Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward).....	15	4
Joint User .....	19	3
Toll Terminal .....	8	1

This order shall take effect and become operative upon the completion and cutting over of the new telephone plant at New Smyrna, Florida, and the filing with the Railroad Commissioners by said Southern Bell Telephone & Telegraph Company of a written report showing such fact and its due acknowledgment by the Commission to said Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session in their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 848,  
FILE NO. 4296.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN RE: APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY TO INCREASE ITS TELEPHONE RATES AT MELBOURNE, FLORIDA.

1. Pursuant to Notice No. 366, dated August 27, 1925, the Railroad Commissioners of the State of Florida held a session in the Chamber of Commerce Rooms at Melbourne, Florida, on the 24th day of September, 1925, at 9:30 a. m., to hear and consider the application of Southern Bell Telephone & Telegraph Company to revise and increase its rates for telephone service at Melbourne, Florida, and any other matters relating thereto, at which time and place there appeared the following:

For Southern Bell Telephone & Telegraph Company, David Laird, Florida Manager; for City of Melbourne, Albert Von Keller, Mayor; James T. Hoag, President City Council; N. M. Copeland, Charles Valentine, H. L. Ewing, Councilmen; for Chamber of Commerce, W. Y. Tubbs, Stanley S. Liehtz; for the public, C. Sam Israel, Albert Von Keller, Albert A. Ultch, President Brevard County Building and Loan Association, all of Melbourne, Florida, and thereupon the said Railroad Commissioners took testimony under oath concerning the subject matter and took same under advisement for the purpose of formulating an order in the premises.

2. And now on this day said Railroad Commissioners having fully considered the subject matter and the testimony taken relating thereto, do make, establish and promulgate the following order governing telephone rates to be charged by said Southern Bell Telephone & Telegraph Company at Melbourne, Florida.

#### RATES AND THEIR APPLICATION.

A. Within the Base Rate Area, i. e., a radial distance of one mile from the Central Office, except that the East boundary of this radius shall not extend beyond the west bank of the Indian River, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$—
Residence.	3.00	2.50	2.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$4.00
Residence.	3.00	2.50	2.00

### C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward).....	15	4
Joint User .....	19	3
Toll Terminal .....	8	1

3. This ORDER shall take effect and become operative upon the completion by Southern Bell Telephone & Telegraph Company and its putting into practical operation of its new telephone plant at Melbourne, Florida, and the report of such fact to the said Commission and the acknowledgment thereof by the Commission to said Telephone Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 849,  
FILE NO. 4296.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN RE: APPLICATION OF SOUTHERN BELL TELEPHONE & TELEGRAPH COMPANY TO INCREASE ITS TELEPHONE RATES AT COCOA, FLORIDA.

1. Pursuant to Notice No. 364, dated August 27, 1925, the Railroad Commissioners of the State of Florida held a session in the City Council Chamber at Cocoa, Florida,



on the 23d day of September, 1925, to hear and consider the application of Southern Bell Telephone & Telegraph Company to revise and increase its rates for telephone service at Cocoa, Florida, and matters relating thereto, at which time and place there appeared the following:

For Southern Bell Telephone & Telegraph Company, David Laird, Florida Manager; R. L. Boyd, District Manager; E. T. Satcher, Group Manager; for Chamber of Commerce of Cocoa, R. E. L. Neil, Secretary-Manager; for Town Council of Cocoa, E. C. Johnson, Chairman; for the public, A. A. Buck, John E. Reed, Wm. Hinkle, Chas. D. Provost, Cocoa,

and thereupon the said Railroad Commissioners heard testimony under oath concerning the subject matter stated in said notice, and afterward took the matter under advisement for the formulation of their order in the premises.

2. And now on this day said Railroad Commissioners having fully considered the said subject matter and testimony taken, do make, establish and promulgate the following order governing telephone rates to be charged by said Southern Bell Telephone & Telegraph Company for telephone service at Cocoa, Florida.

#### RATES AND THEIR APPLICATION.

A. Within the Base Rate Area, i. e., a radial distance of one mile from the Central Office, except that the East boundary of this radius shall not extend beyond the west bank of the Indian River, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$—
Residence.	3.00	2.50	2.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the general Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$4.00
Residence.	3.00	2.50	2.00

### C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward) .....	15	4
Joint User .....	19	3
Toll Terminal .....	8	1

3. This ORDER shall take effect and become operative upon the completion and putting into practical operation by Southern Bell Telephone & Telegraph Company of its new telephone plant at Cocoa, Florida, and the filing by said company with the Commissioners of a written report showing such fact and its due acknowledgment by the Commission to said telephone company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 850,  
FILE NO. 4296.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN RE: APPLICATION OF SOUTHERN BELL TELE-  
PHONE & TELEGRAPH COMPANY TO INCREASE  
ITS TELEPHONE RATES AT FORT PIERCE,  
FLORIDA.

1. Pursuant to Notice No. 367, dated August 27, 1925, the Railroad Commissioners of the State of Florida held a session at the County Court House at Fort Pierce, Florida, at 2:30 p. m., on the 24th day of September, 1925, to hear and consider the application of the Southern Bell Telephone & Telegraph Company to revise and increase its rates for telephone service at Fort Pierce, Florida, and matters relating thereto, at which time and place there appeared the following:

For Southern Bell Telephone & Telegraph Company, David Laird, Florida Manager; R. L. Boyd and E. T. Satcher; for Fort Pierce Chamber of Commerce, B. R. Kessler, Secretary; for City of Fort Pierce, C. E. Cahow, Mayor, and said Commissioners then and there took testimony under oath concerning the subject matter and thereafter took the matter under advisement for the formulation of their order in the premises.

2. And now on this day said Railroad Commissioners having fully considered said matter and the testimony aforementioned, do hereby make, establish and promulgate the following order governing rates to be charged by the Southern Bell Telephone & Telegraph Company for service at Fort Pierce, Florida:

# RATES AND THEIR APPLICATION.

A. Within the Base Rate Area, i. e., a radial distance of one mile from the intersection of Second Avenue and Avenue A, except that the East boundary shall not extend beyond the west bank of the Indian River, flat rates are quoted as follows:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$—
Residence.	3.00	2.50	2.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	Individual Line	2-Party Line	4-Party Line
Business..	\$5.00	\$4.50	\$4.00
Residence.	3.00	2.50	2.00

## C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

Class of Service	General Exchange Tariff	
	Section	Schedule
Auxiliary Line (Inward) . . . .	15	4
Joint User . . . . .	19	3
Toll Terminal . . . . .	8	1

3. This Order shall take effect and become operative upon the completion by Southern Bell Telephone & Telegraph Company and its putting into practical operation of its new telephone plant at Fort Pierce, Florida, and the

report of such fact to the said Commissioners and the acknowledgment thereof by the Commission to the Telephone Company.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of October, 1925.

R. HUDSON BURR,  
Chairman.

ORDER NO. 851,  
FILE NO. 4343.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN RE: APPLICATION OF CLAY AND S. J. CHADWICK FOR APPROVAL OF TEMPORARY TOLL RATES TO BE CHARGED ON LEMON BAY BRIDGE.

1. The application of Clay and S. J. Chadwick for approval of temporary toll rates to be authorized to be charged on Lemon Bay Bridge after its construction as provided by Chapter 11448, Laws of Florida, Extra Session of 1925, having been duly considered by the Railroad Commissioners of the State of Florida, it is thereupon ordered that the following schedule of tolls and rates be authorized to be charged by Clay and S. J. Chadwick, as operators of Lemon Bay Toll Bridge, under Chapter 11448, Acts of 1925, Laws of Florida, to-wit:

RATES.

Automobiles, regardless of the number of occupants,	
round trip .....	.50c
Motor Buses, regardless of number of occupants,	
round trip .....	.50c
Motor Trucks, regardless of number of occupants,	
round trip .....	.50c



Wagons, Buggies or other animal-drawn vehicles, regardless of number of occupants, round trip.....	.50c
Horse and Rider, round trip.....	.10c
Bicycle and Driver, round trip.....	.10c
Motorecycle and Driver, round trip.....	.10c
Loose driven cattle, horses, sheep, etc., per head....	.10c
Special monthly rates for automobiles, per month...	\$7.50
Special rates for trucks and buses, per month.....	\$15.00
Pedestrians permitted to cross bridge without charge.	

## REGULATIONS.

1. Loitering or fishing upon bridge section proper prohibited.
2. Steel-shod tractors, traction engines, log-carts and other dangerous vehicles prohibited without special permission.
3. Vehicles of more than 8,000 pounds gross weight prohibited unless special permission is obtained.
4. Motor vehicles speed maximum 15 miles per hour.
5. Tractors so built or so constructed with trucks to constitute dangerous conditions for driving, prohibited from crossing bridge.
6. The load on motor buses and motor trucks not to exceed 8,000 pounds.

2. It is further ORDERED that such aforesaid toll rates shall only be authorized to be effective for a period of one year from date of this order, after which time the said Railroad Commissioners will undertake to authorize and prescribe a schedule of fixed and permanent rates for said toll bridge.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 16th day of March, 1925.

R. HUDSON BURR,  
Chairman.

## RULES AND REGULATIONS

### For the Government of the Transportation of Persons and Property by Common Carriers in Florida, as Revised to Date.

RAILROAD COMMISSION, STATE OF FLORIDA.

TALLAHASSEE, FLA., MARCH 1, 1926.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed

R. HUDSON BURR, *Chairman*;

A. S. WELLS,

E. S. MATTHEWS,

*Commissioners.*

LEWIS G. THOMPSON, *Secretary.*

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## SECTION 1—GENERAL RULES

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### COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the

preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or by superintendent or other principal officer in charge, and the treasurer or auditor; the annual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

#### SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

#### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for

the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

#### RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

#### BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely

delivered; and provided, further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

#### INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

#### BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

#### TRAFFIC ARRANGEMENT, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.



## RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

## RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

## RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employes, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This rule shall not apply to simple derailments of freight cars or yard engines when switching or shifting in yards,

except when some person is killed or injured, in which case a report shall be made as in other cases.

#### CARRIERS SHALL POST NOTICE OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulations of their business as the Railroad Commissioners may direct.

#### CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets or mileage books issued free, or for other than actual *bona fide* money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

#### CARRIERS SHALL MAKE REFUND OF OVERCHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

## SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS

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### BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

### COMPUTATIONS OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example, for  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees;

or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

#### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

#### COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

#### RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

#### RAILROADS SHALL OPERATE A SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

#### COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to



keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

#### RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions such as fairs, carnivals, conventions, excursions and the like.

**TRAINS CARRYING PASSENGERS MUST STOP AT  
REGULAR STOPS.**

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop and must stop on flag at flag stations where they are scheduled to stop.

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**SECTION 3—RULES GOVERNING THE  
TRANSPORTATION OF FREIGHT**

**CONNECTING RAILROADS UNDER SAME  
MANAGEMENT.**

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

**MAXIMUM RATES MAY BE REDUCED.**

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person they shall, for the like

service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such connecting point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

#### NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the Statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

#### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any frac-

tion of a cent less than one-half cent shall be discarded and any of one-half cent or over may be counted as one cent.

#### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charges shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

#### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

#### SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

## CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2,000 pounds and under 3,000, \$ 3.00 for extra handling.

3,000 pounds and under 4,000, \$ 5.00 for extra handling.

4,000 pounds and under 5,000, \$ 7.00 for extra handling.

5,000 pounds and under 6,000, \$8.00 for extra handling.

6,000 pounds and under 7,000, \$10.00 for extra handling.

Over 7,000 pounds, subject to special contract.

## CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, articles shipped as above are in classes N. O. or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of



delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

#### FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizer" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

#### L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

#### ESTIMATED WEIGHTS.

As amended by Order 767, effective March 20, 1923.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article	Weight Pounds
Cement, Portland, per bbl.....	400
Cement, except Portland, per bbl.....	300
Clay, per cubic yard .....	3,000
Coal, per bushel.....	80
Coke, per bushel.....	40
Gravel, per cubic yard.....	3,200
Lime, Rockland, per bbl.....	230
Lime, other than Rockland, per bbl.....	210
Lime, per bushel.....	80
Lumber, ash or black walnut, green, per 1,000 ft....	4,500
Lumber, ash or black walnut, seasoned, per 1,000 ft.	4,000
Lumber, elm, hickory or oak, green, per 1,000 ft....	6,000
Lumber, elm, hickory or oak, seasoned, per 1,000 ft.	4,500
Lumber, white pine or poplar, green, per 1,000 ft...	4,000
Lumber, white pine or poplar, seasoned, per 1,000 ft.	3,000

## YELLOW PINE

Dressed and Seasoned.	Pounds
Flooring—	Per M Feet
13/16x2½ Flat Back.....	2,350
13/16x3¼ Flat Back.....	2,300
13/16x3¼ Hollow Back .....	2,050
13/16x3½ Flat Back.....	2,400
13/16x5¼ Flat Back.....	2,400
12/16x5¼ Flat Back.....	2,300
(All Heart Face 150 lbs. per M Heavier)	

Ceilings—	
5/16x3¼ .....	900
7/16x3¼ .....	1,250
9/16x3¼ .....	1,600
11/16x3¼ .....	2,000

## Partition—

3/4" Net .....	2,100
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## Bevel Siding—

From 1" stock .....	1,150
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From 1 1/4" stock .....	1,500
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## Weather Boarding—

S. E. from 5/4" stock .....	1,400
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## Drop Siding—

Pattern 105 and 106 .....	2,000
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Pattern 115, 117 and 118 .....	1,600
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Pattern 116 .....	2,200
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## Finish: 1"—

S 4 S to 3 1/2 .....	2,400
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S 4 S to 5 1/2 .....	2,500
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S 4 S to 7 1/2 .....	2,600
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S 4 S to 9 1/2 .....	2,700
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## Finish and Boards—

S 2 S to 13/16" .....	2,800
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S 2 S to 1 1/16" .....	2,900
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S 2 S to 1 1/8" .....	3,000
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## Roofers, D &amp; M or SL—

To 13/16" .....	2,500
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To 3/4" .....	2,300
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## Framing—

2" to 4" by under 6", 3/8" scant .....	2,800
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2" to 4" by under 6", 1/4" scant .....	3,000
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DRESSED, GREEN

2" to 4" by under 6", 1/4" scant .....	3,800
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## Timbers—

6"x6" and up, 1/4" scant .....	4,000
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## ROUGH, SEASONED

## Boards—

Under 2", Kiln Dried.....	3,800
Under 2", Air Dried.....	4,000

## Framing—

2" to 4" by under 6".....	4,000
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## ROUGH GREEN

## Boards—

Under 2" .....	5,500
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## Framing—

2" to 4" by under 6".....	5,000
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## Timbers—

6"x6" and up .....	4,500
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## Laths—

Green, per 1,000 .....	900
Seasoned, per 1,000.....	550

## Shingles—

4"x18", green, per 1,000.....	600
4"x18", seasoned, per 1,000.....	500
6"x20", green, per 1,000.....	850
6"x20", seasoned, per 1,000.....	650

# CYPRESS

Pounds per M.

			S1S	S4S
	Green	Rough or Dry	S2S Dry	Dry
Lumber 4" .....	5,000	3,200	3,200	3,000
Lumber 2½" and 3" .....	5,000	3,500	2,900	2,700
Lumber 2" .....	5,000	3,200	2,600	2,400
Lumber 1½", 1¼" and 1" .....	5,000	3,000	2,400	2,200
1" Lumber, Rough, Resawed .....		2,800		
1" Lumber, Rough, Resawed twice .....		2,700		
1" Lumber, S2S and Resawed .....			2,250	
1" Lumber, Resawed and S2S afterwards .....			2,000	
2" Lumber, Rough, Resawed twice .....		2,800		
Worked Flooring, Partition, Drop .....				
Siding, Shiplap Moulded Casing and Base .....			2,200	
¾" Panel Stock .....			800	
1½" Panel Stock .....			1,000	
5/8" Panel Stock .....			1,400	
¾" Panel Stock .....			1,600	
5/8" Ceiling .....			1,600	
1½" Ceiling .....			1,300	



		Pounds per M.	
		Rough or	S1S
		Dry	S2S
			Dry
3/8" Ceiling	"		1,000
1/2" Bevel Siding	"		1,000
5/8" Bungalow Siding (from 5/4")	"		1,400
3/4" Bungalow Siding (from 6/4")	"		1,850
O. G. Battens, 2"	Per M. ft. lineal	300	
O. G. Battens, 2 1/2"	"	350	
O. G. Battens, 3"	"	400	
3/8"x3" Battens S1S	"	300	
Shingles, all grades, green, 16"		550	per M. pieces 4" wide
Shingles, all grades, green, 18"		600	" "
Shingles, all grades, dry, 16"		400	" "
Shingles, all grades, dry, 18"		450	" "
Lath, 3/8", dry		500	per M. pieces
Lath, 3/8", green		800	"
			Dry
1"x1"—4' Pickets, Headed and S4S to 13/16"x13/16"		800	per M. pieces
1 1/4"x1 1/4"—2' Pickets, Headed and S4S to 1 1/16"x1 1/16"		600	"
1 1/4"x1 1/4"—3' Pickets, Headed and S4S to 1 1/16"x1 1/16"		900	"

	Dry Per M. Pieces	
1 1/4"x1 1/4"—4' Pickets, Headed and S4S to 1 1/16"x1 1/16" .....	1,200	"
1 1/2"x1 1/2"—2' Pickets, Headed and S4S to 1 5/16"x1 5/16" .....	1,000	"
1 1/2"x1 1/2"—3' Pickets, Headed and S4S to 1 5/16"x1 5/16" .....	1,500	"
1 1/2"x1 1/2"—4' Pickets, Headed and S4S to 1 5/16"x1 5/16" .....	2,000	"
1"x3"—2' Pickets, Headed and S4S to 3/4"x2 1/2" .....	850	"
1"x3"—3' Pickets, Headed and S4S to 3/4"x2 1/2" .....	1,275	"
1"x3"—4' Pickets, Headed and S4S to 3/4"x2 1/2" .....	1,700	"
1 1/4"x1 1/4"x18" Squares (add 60 lbs. for each 2" over 18") .....	600	"
1 1/2"x1 1/2"x18" Squares (add 95 lbs. for each 2" over 18") .....	850	"
2"x2"x18" Squares (add 165 lbs. for each 2" over 18") .....	1,500	"
Cypress Lumber N. O. S., Dry .....	3,500	per M. feet
Cypress Lumber, N. O. S., Green .....	5,000	"

Sand, per cubic yard.....	3,000
Staves, heading or hoop poles, green, car loaded to depth of 43 inches, per car.....	30,000
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car.....	30,000
Stone, not dressed, per cubic foot.....	160
Tan Bark, green, per cord.....	2,600
Tan Bark, seasoned, per cord.....	2,000
Telegraph poles, fence posts or rails, per cord.....	3,500
Turpentine, in barrels, per bbl.....	432
Wood, green, per cord.....	3,500
Wood, seasoned, per cord.....	3,000

#### ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

#### CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than \$2.00 per car without regard to its weight or contents will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point or any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall re-

duce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

#### CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

### DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads; so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purpose.

### RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

### LOWEST RATE TO BE CHARGED.

18. Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

### JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent, when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent, when the entire haul is over three or more lines, nor in any in-



stance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

#### SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for payment will be made upon the traffic manager or general freight agent of the company.

#### FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which rea-

sonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

### DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

### EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

## ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, that this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

## OVERLOADING CARS.

As Amended Effective Feb. 4, 1918, by Order No. 585.

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."

## OFFICE HOURS.

As Amended by Order 723, Effective May 1, 1921.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 8 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR  
USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

#### TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.

#### RULE NO. 29.

#### LESS THAN CARLOAD SHIPMENTS OF PERISH- ABLE FREIGHT IN REFRIGERATOR CARS, BE- TWEEN POINTS IN FLORIDA, GOVERNED BY FLORIDA CLASSIFICATION.

(A) Upon reasonable notice (see Rule 35 of Perishable Protective Tariff No. 2), carriers will furnish or will permit shippers to use, or will participate with connecting carriers in the handling of Refrigerator Cars (with or without ice), to be loaded by shippers at their expense with Fruits, Vegetables, Berries, Melons, and/or



other perishable freight, in less than carloads, subject to a minimum weight of 12,000 pounds per car, covered by one bill of lading, from one shipper, at one point of origin, to one consignee, at one destination, when originating at points in Florida, destined to points in Florida, upon the conditions and at the charges provided below, which charges are in addition to the freight charges at the less than carload rates. Any deficit in weight under the 12,000-pound minimum herein referred to, shall be charged for on the basis of the highest-rated article contained in the car.

(B) When shipments referred to in Paragraph (A) are made in cars with ice in bunkers and instructions are given the carriers to re-ice such car at any icing station in transit or at destination, the charge shown in Section 4 of Perishable Protective Tariff No. 2 and as amended will be assessed for the actual amount of ice supplied by carriers in re-icing.

(C) Shippers will be permitted to initially ice cars in bunkers, at their expense, or carriers will on reasonable advance notice furnish a car initially iced in bunkers for the handling of shipments provided in Paragraph (A). When carriers are called upon to initially ice cars for such shipments, a charge per ton, as provided in Section 4 of Perishable Protective Tariff No. 2 and as amended, for the ice required for such initial icing, shall be assessed and collected.

## SECTION 4—RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK

### ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second class at owner's risk.)

### LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTI- MATED WEIGHTS.

One horse, mule or horned animal, except as specified below .....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee .....	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated .....	1,000 pounds
Calves, under one year old, not crated....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each, actual weight, but not less than .....	100 pounds

Lambs, crated, each, actual weight, but not less than .....	100 pounds
Hogs, crated, each, actual weight, but not less than .....	100 pounds
Pigs, crated, each, actual weight, but not less than .....	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as sheep.	
Kids, same as lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds
In no case shall the charge for less than a carload of live stock exceed the charge for a carload.	

#### MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over .....	30.00
Stallions, jacks and bulls, not over .....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

#### MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

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## DEMURRAGE RULES

### SPECIAL NOTICE.

During the war period the Commissioners authorized the application of the Interstate Demurrage and Storage Rules to Florida Intrastate traffic, and until further notice the Interstate Demurrage and Storage Rules as published by B. T. Jones, agent for the carriers, in his I. C. C. No. 1339 and 1466, or subsequent issues, will be applicable on Florida Intrastate traffic, except that Rules VI, XIV, XVII, XVIII, and XIX, as published below are still in effect on intrastate traffic.

### RULE VI.

#### REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse or for a period of ten days after notice as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless

the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days from date of legal notice to the consignee until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

#### RULE XIV.

##### STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday, it will be held without charge until 3 p. m. Monday.



## RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

## DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And provided, further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated

in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

### RULE XIX.

#### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided, further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

## SCHEDULE OF PASSENGER RATES

### Operated by Railroads in Florida.

#### *Railroads Charging 3.6 Cents per Mile:*

Charlotte Harbor & Northern Railway.  
Georgia, Florida & Alabama Railway.  
Georgia, Southern & Florida Railway.  
Pensacola, Mobile & New Orleans Railway Co.  
Georgia & Florida Railway.  
Live Oak, Perry & Gulf Railroad.  
Louisville & Nashville Railroad.

#### *Railroads Charging 4.8 Cents Straight Fare, with 3.6-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:*

Apalachicola Northern Railroad.  
Atlanta & St. Andrews Bay Railway.  
Birmingham, Columbus & St. Andrews Railroad.  
Fellsmere Railroad.  
Florida, Alabama & Gulf Railroad.  
Gulf, Florida & Alabama Railroad.  
Marianna & Blountstown Railroad.  
Tavares & Gulf Railway.

#### *Railroads Charging 4.8 Cents per Mile:*

Tampa & Jacksonville Railroad.

#### *The Atlantic Coast Line Railroad Charges 3.6 Cents per Mile.*

The Florida East Coast operates 3.6-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4.8-cent rate is authorized.

The South Georgia Railway operates a 3.6-cent passenger rate between Florida line and Greenville, and 4.8-cent straight fare, with 3.6-cent round trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 3.6 Cents per Mile.*



# SCHEDULE OF FREIGHT TARIFFS

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## SPECIAL NOTICE.

The scales of freight rates as carried in our last annual report were the rates as in effect on June 24, 1918, at which time General Order No. 28, of the Railroad Administration, was issued imposing a general advance on all rates. The rates were further increased by 25% under Ex-Parte No. 74 of the Interstate Commerce Commission, effective August 26, 1920, and reduced by 10% effective July 1, 1922.

In view of the fact that the method of bringing these rates up to date is a complicated one, and in view of the further fact that the decision in the Southeastern Class Rate Case, now before the Interstate Commerce Commission, which is expected some time this year, will probably make necessary numerous changes in the intrastate class scales in Florida, the Commissioners have decided not to carry these rate scales in the present report.

Should any shipper or other interested party desire a copy of a previous report carrying these scales, it will be promptly furnished on request.

# DISTANCE TABLES

## ATLANTIC COAST LINE RAILWAY

Jacksonville to Port Tampa.

Jacksonville .....	0.	Pomona .....	69.4	Longwood .....	133.8
Wessner .....	3.6	Lake Como .....	71.0	Altamonte Springs .....	136.7
Yukon .....	9.4	Huntington .....	74.2	Maitland .....	139.3
Orange Park .....	14.0	Crescent City .....	77.0	Winter Park .....	141.8
Peoria .....	19.0	Longs .....	79.0	Formosa .....	145.0
Doctor's Inlet .....	20.4	Denver .....	77.5	Orlando .....	146.6
Russell .....	23.9	Hammond .....	81.2	Eight Oaks .....	150.0
Magnolia Springs .....	28.3	Seville .....	83.4	Gatlin .....	151.0
Green Cove Springs .....	29.8	Pierson .....	89.1	Pine Castle .....	153.0
Walkill .....	33.3	Eldridge .....	91.5	Taft .....	154.0
West Tocol .....	40.2	Barberville .....	93.8	Connelly .....	158.6
Bostwick .....	45.7	DeLeon Springs .....	99.0	Kissimmee .....	164.4
Teasdale .....	48.6	Glenwood .....	102.2	Campbell .....	168.4
Rice Creek .....	51.0	DeLand Passenger Station ..	107.2	Loughman .....	175.5
Pecan .....	51.6	Beresford .....	108.0	Davenport .....	182.2
Sisco .....	67.0	Fatio .....	110.0	Haines City .....	185.4
Palatka .....	54.9	Orange City Junction .....	112.3	Lake Alfred .....	192.1
Lundy .....	57.3	Enterprise Junction .....	118.1	Auburndale .....	196.4
Peniel .....	60.0	Rands .....	122.5	Carter's .....	201.6
Buffalo Bluff .....	62.1	Sanford .....	124.3	Lakeland .....	207.0
Satsuma .....	63.9	Lake Mary .....	129.2	Winston .....	211.1

Youman's .....	214.1	Orient .....	233.4	Carlow .....	239.8
Plant City .....	217.5	Uceta .....	234.9	Dewey .....	243.3
Dover .....	223.7	Thonotassa Jct.....	236.3	Port Tampa City .....	246.3
Seffner .....	227.1	Ybor City.....	237.5	Port Tampa .....	248.0
Mango .....	230.0	Tampa Union Station.....	238.1		

Jacksonville to Jesup.

Jacksonville .....	0.0	Ratliff .....	14.7	Andrews .....	33.9
Moncrief .....	3.5	Callahan .....	19.7	Bologne .....	37.3
Pickett .....	5.5	Dyal .....	24.3	Folkston, Ga.....	41.5
Dinsmore .....	9.6	Hilliard .....	29.9	Jesup, Ga.....	96.0

# ATLANTIC COAST LINE RAILWAY—Continued.

## Jacksonville to St. Petersburg.

Jacksonville .....	0.0	Rochelle .....	93.5	Lady Lake .....	151.3
Milldale .....	10.0	Micanopy Jct. ....	99.1	Fruitland Park .....	155.4
Moncrief .....	3.5	Evinston .....	101.7	Leesburg Junction .....	158.0
Cambon .....	9.3	Boardman .....	104.0	Leesburg .....	159.0
Mandeville .....	14.1	McIntosh .....	104.6	Corley .....	161.0
Baldwin .....	19.2	Gaitskill .....	106.0	Okahumpka .....	164.5
Mattox .....	24.0	Orange Lake .....	106.1	Cason .....	169.0
McPherson .....	26.8	Proctor .....	107.0	Center Hill .....	173.6
Nursery .....	29.0	Reddick .....	110.5	Webster .....	178.2
Bessent .....	30.8	Lowell .....	113.4	St. Catherine .....	183.3
Sapp .....	37.8	Martin .....	116.5	x*Croom .....	189.2
Britt .....	41.0	Zuber .....	117.4	Rital .....	172.7
Ellerbee .....	41.7	Kendrick .....	119.6	Trilby .....	176.9
Raiford .....	44.8	Ocala Junction .....	124.2	Blanton .....	181.8
Rylander .....	47.1	Ocala .....	124.7	San Antonio .....	187.9
Johnstown .....	49.0	Fakes .....	126.0	Pasco .....	191.6
Lake Butler .....	51.9	Orange Avenue .....	127.0	Ehren .....	200.1
Dukes .....	58.0	Montague .....	130.0	Drexel .....	202.0
Munich .....	58.8	Cornell .....	131.3	Odessa .....	210.4
Worthington Springs .....	61.0	Welshton .....	137.3	Keystone Park .....	214.1
Santa Fe .....	63.9	Candler .....	138.6	Taconey .....	218.0
Haynesworth .....	68.2	Ocklawaha .....	140.0	Tarpon Springs .....	221.0
Burnett's Lake .....	70.8	Lake Weir .....	141.0	Sutherland .....	226.9
Hague .....	74.1	East Lake .....	144.1	Ozona .....	227.2
Paradise .....	80.4	Stanton .....	146.0	Dunedin .....	231.3
Gainesville .....	84.5	Weirsdale .....	146.6	Clearwater .....	234.5
T. & J. Crossing .....	84.4	Conant .....	150.0	Belleair .....	235.5

Largo .....	233.1	Pinellas Park.....	245.8	St. Petersburg Wharf.....	252.9
Cross Bayou.....	242.9	Lellman .....	247.0	St. Petersburg.....	252.2

x Jax to Croom via Newberry, 167.8. \*Stations south of Croom based on mileage via Newberry.

#### Jacksonville to Perry.

Jacksonville .....	0.0	Dukes .....	57.8	Wilcox .....	104.5
Milldale .....	10.0	Munich .....	58.8	Wilcox Junction.....	106.0
Moncrief .....	3.5	Worthington Springs.....	61.0	Old Town.....	108.5
Cambon .....	9.3	Santa Fe .....	63.9	Eugene .....	113.6
Mandeville .....	14.1	Haynesworth .....	68.2	Cross City.....	116.8
Baldwin .....	19.2	Burnett's Lake.....	70.8	Hines .....	126.9
Mattox .....	24.0	West Alachua.....	72.5	Clara .....	134.0
McPherson .....	26.8	Cadillac .....	77.0	Salem .....	141.7
Bessent .....	30.8	Haile .....	79.0	Carbur .....	143.4
Sapp .....	37.8	Komoka .....	82.1	Athena .....	150.3
Ellerbe .....	41.7	Newberry .....	84.6	Penland .....	154.6
Raiford .....	44.8	Barr's Crossing .....	89.9	Perry .....	161.0
Johnstown .....	49.0	Tyler .....	93.9		
Lake Butler.....	51.9	Trenton .....	98.1		



# ATLANTIC COAST LINE RAILWAY—Continued.

## Lakeland to Fort Myers.

Lakeland .....	0.0	Torrey .....	33.7	Fort Ogden.....	72.6
Pauway .....	4.2	Wauchula .....	38.1	Cleveland .....	82.2
Haskell .....	7.5	Zolfo .....	42.1	Punta Gorda .....	86.0
Bartow .....	13.0	Moffitt .....	45.6	Acline .....	90.2
Ice Factory Spur.....	13.8	Nocatee.....	48.4	Gilchrist .....	99.1
Homeland .....	19.2	Buchanan.....	52.5	Samville .....	106.8
Fort Meade.....	23.9	Brownsville.....	56.0	Tice .....	109.8
Jane Jay.....	28.4	Gardner.....	62.0	Fort Myers.....	114.0
Bowling Green.....	31.7	Arcadia.....	66.0		

## Sanford to Trilby.

Sanford .....	0.0	Fullers .....	26.6	Varnell .....	48.0
Sanford Junction.....	0.1	Crown Point.....	27.9	Groveland .....	49.8
New Upsala .....	2.3	Brannons .....	29.0	Mascotte .....	52.8
Twin Lakes.....	3.3	Winter Garden.....	30.1	Tuscanooga .....	56.0
Sylvan Lake.....	4.8	Tildenville .....	31.7	Mable .....	59.0
Island Lake.....	7.2	Oakland .....	32.9	Linden .....	62.0
Glen Ethel.....	11.2	Killarney .....	35.0	Tarrytown .....	63.2
Palm Springs.....	13.8	Cynthiana .....	38.0	Riverland .....	67.2
Forest City.....	16.5	Mohawk .....	40.0	Lacoochee .....	71.1
Toronto .....	19.0	Minneola .....	41.9	Trilby .....	74.6
Lakeville .....	21.0	Clermont .....	43.5		
Clarcona .....	22.8	Parkers Crossing.....	46.0		

Lakeland to Waycross.

Lakeland .....	0.0	Ladonia .....	73.6	Burlington .....	155.5
Galloway .....	6.0	Gibara .....	77.0	Branford .....	162.5
Kathleen .....	7.6	Gulf Junction .....	79.3	O'Brien .....	168.0
Stokes .....	11.5	Dunnellon .....	80.8	McAlpin .....	174.9
Millards .....	15.6	Chatmar .....	83.0	Pinemount .....	176.6
Lumberton .....	20.0	Juliette .....	85.3	Padlock .....	181.4
Richland .....	20.8	Romeo .....	92.5	Live Oak .....	186.1
Ellerslie .....	23.0	Morrison .....	97.6	North Live Oak .....	187.1
Collins .....	26.0	Montbrook .....	100.8	Byrd's Still .....	188.5
Dade City .....	27.5	Williston .....	105.1	Rixsford .....	190.5
Owensboro .....	33.0	Raleigh .....	109.0	Suwannee .....	193.1
Trilby .....	34.0	Archer .....	116.5	Marion .....	196.8
Rital .....	38.2	Half Moon .....	121.9	Jasper .....	202.2
Croom .....	43.1	Newberry .....	126.3	Bakers Mill .....	206.2
Istachatta .....	49.1	Lexington .....	128.7	Tarver, Ga. ....	214.7
Pineola .....	52.0	Clark .....	134.5	Alexanderville, Ga. ....	217.7
Floral City .....	56.0	High Springs .....	139.5	Haylow, Ga. ....	223.5
Inverness .....	62.8	Fort White .....	148.8	Withers, Ga. ....	225.4
Hernando .....	68.3	Lake City Junction .....	151.7	Dupont, Ga. ....	234.4
Holder .....	73.0	Hildreth .....	155.4	Waycross, Ga. ....	269.3

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High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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**ATLANTIC COAST LINE RAILWAY—Continued.**  
**Between Dunnellon and Wilcox.**

Wilcox Junction.....	0.0	Otter Creek.....	22.7	Dunnellon .....	51.3
Chiefland .....	9.4	Lebanon .....	36.4		

**Ocala to Homosassa.**

Ocala .....	0.0	Leroy .....	14.7	Gulf Junction.....	28.0
Ocala Junction.....	0.9	Rock Springs .....	18.7	Citronelle .....	35.0
Martel .....	9.0	Juliette .....	22.0	Crystal River .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9

**Sanford to Astor.**

Sanford .....	0.0	Ethel .....	10.3	Eustis .....	33.3
Sanford Junction.....	0.8	Cassia .....	12.3	Fort Mason .....	35.2
New Upsala.....	2.3	Wayland .....	14.9	Umatilla .....	39.3
Twin Lakes.....	3.3	Lovejoy's Mill.....	16.3	Altoona .....	42.4
Sylvan Lake.....	4.8	Sorrento .....	17.9	Pittman .....	44.5
Paola .....	5.3	Mount Dora.....	23.4	Astor .....	60.0
Markham .....	7.3	Tavares .....	28.8		

**Sanford to Lake Charm.**

Sanford .....	0.0	Rutledge .....	5.0	Clifton .....	12.0
Sanford Junction.....	0.8	Mecca Junction.....	5.6	Oviedo .....	17.0
Fort Reed.....	3.2	Clydes .....	7.4	Lake Charm.....	18.4

# Leesburg to Fort Mason.

Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend.....	7.4	Grand Island.....	12.0		

# Tavares to Lane Park.

Tavares .....	0.0	Lane Park.....	3.0		
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# Kissimmee to Apopka.

Kissimmee .....	0.0	Isleworth .....	18.0	Ocoee .....	24.5
Shingle Creek.....	4.3	Windemere .....	18.5	Clarcona .....	29.3
McLane's .....	8.7	Gotha .....	21.1	Apopka .....	33.1

# Kissimmee to Narcoossee.

Kissimmee .....	0.0	Carolina .....	4.5	Runnymede .....	12.8
Hammock Grove.....	1.0	St. Cloud .....	9.0	Narcoossee .....	14.4
Wadleys Crossing.....	3.0	Ashton .....	10.0		

# Lake Alfred to Bartow.

Lake Alfred .....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	3.5	Gordonville .....	12.0		
Winter Haven.....	5.0	Excelsior Park.....	13.2		

# ATLANTIC COAST LINE RAILWAY—Continued.

## DeLand Junction and DeLand.

DeLand Junction.....	0.0	Stetson .....	2.1	DeLand .....	4.0
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## Winston to Fort Meade.

Winston .....	0.0	Kingsford .....	12.0	Phosphoria .....	19.9
Medulla .....	5.8	Achan .....	13.8	McDowell .....	20.0
Christina .....	7.5	Pierce .....	13.8	Agricola .....	21.4
Bone Valley Junction.....	8.8	Nichols .....	15.0	Marquis Mill.....	24.0
Prairie Junction .....	9.0	Pebbledale .....	15.4	Tiger Bay .....	25.3
Mulberry .....	10.8	Green Bay.....	17.2	Ft. Meade... ..	28.8

## Sanford to Mecca Junction.

Sanford .....	0.0	Beck Hammock.....	3.5	Palm Villa.....	8.0
Brisson .....	1.6	Moores .....	4.4	Mecca .....	8.8
Sipes .....	2.2	Cameron City.....	5.6	Mecca Junction.....	9.4
Beardall .....	2.6	Crippen .....	6.3		

## Thonotosassa Junction to Thonotosassa.

Thonotosassa Junction.....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Harney .....	5.5	Idlewild Park.....	8.5		

## Croom to Brooksville.

Croom .....	0.0	Brooksville .....	10.0		
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**Proctor to Citra.**

Proctor .....	0.0	Citra .....	6.1	
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**Palatka to Rochelle.**

Palatka .....	0.0	Hollister .....	11.5	McMeekin .....	25.3
O. V. Junction.....	1.6	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park.....	34.7
Akomi .....	10.1	Johnson .....	22.7	Rochelle .....	38.9

**Micanopy Junction to Tacoma.**

Micanopy Junction.....	0.0	Micanopy .....	3.4	Tacoma .....	8.4
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**Lake City to Lake City Junction.**

Lake City.....	0.0	Columbia .....	10.7	Lake City Junction.....	18.7
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**Monticello to Thomasville.**

Monticello .....	0.0	Metcalf .....	14.1	Thomasville, Ga.....	24.1
Fincher .....	11.6				

**River Junction to Climax.**

River Junction.....	0.0	Faceville, Ga.....	14.9	Climax, Ga.....	30.3
Recovery .....	8.8	Fowltown, Ga.....	21.6		

# ATLANTIC COAST LINE RAILWAY—Continued.

## Haines City to Moore Haven.

Haines City.....	0.0	Avon Park.....	38.5	Hicoria .....	74.2
Dundee .....	6.9	Sebring .....	46.5	Venus .....	79.9
Lake Wales.....	15.4	Istokpoga .....	55.6	Palmdale .....	88.9
Crooked Lake.....	21.3	Stearns .....	63.4	Moore Haven.....	105.5
Frostproof .....	27.8	Childs .....	69.4		

## Nichols to Mulberry.

Nichols .....	0.0	Mulberry .....	4.0		
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## Fanlew to Thomasville.

Fanlew .....	0.0	Capitola .....	13.1	Stringer .....	27.9
Cody .....	6.4	Wadesboro .....	17.4	Fincher .....	31.7
Wimberly .....	8.6	Miccosukee .....	24.1	Metcalfe, Ga.....	34.2
El Destino.....	10.3	Copeland .....	27.9	Thomasville, Ga.....	44.2

## Between Uceta and Sarasota

Uceta .....	0.0	Ross .....	22.4	Bradentown .....	36.9
Palm .....	1.3	Piney Point .....	27.0	Oneco .....	41.4
Remlap .....	8.9	Gillett .....	30.8	Matoaka. ....	44.3
Ruskin .....	18.8	Palmetto .....	35.6	Sarasota .....	49.0

Moore Haven to Clewiston

Moore Haven .....	0.0	Clewiston .....	14.3		
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Fort Myers to Bonita Springs

Fort Myers ..	0.0	Amonate .....	10.3	State Road .....	18.5
Ali .....	6.2	Estero .....	14.8	Bonita Springs .....	22.3

SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville .....	0.0	Ogden .....	64.3	Pinhook .....	140.0
West Jacksonville.....	2.3	Welborn .....	70.2	Braswell .....	141.9
Marietta .....	6.8	Houston .....	75.6	Lloyd .....	146.9
Priceville .....	9.0	Live Oak .....	81.0	Steel Creek.....	149.0
White House.....	10.4	Dickert .....	87.2	Capitola .....	151.5
Otis .....	13.4	Falmouth .....	90.9	Chaires .....	153.5
Baldwin .....	18.2	Swann .....	94.0	Perkins .....	160.1
Mattox .....	23.6	Ellaville .....	94.4	Tallahassee .....	165.0
Maccleenny .....	27.1	Lee's .....	102.0	Ocklocknee .....	173.6
Glen St. Mary.....	29.5	West Farm .....	104.4	Lawrences .....	175.1
Drake .....	32.5	Madison .....	109.4	Carsons .....	176.0
Sanderson .....	36.4	Champaign .....	115.6	Midway .....	177.1
Olustee .....	46.3	Greenville .....	123.1	Quincy .....	189.0
Mt. Carrie.....	50.8	Linwood .....	127.0	Gretna .....	194.4
Watertown .....	56.4	Aucilla .....	130.6	Mt. Pleasant.....	197.7
Lake City.....	58.8	Drifton .....	138.0	River Junction .....	207.6

# Jacksonville to Tampa.

Jacksonville .....	0.0	Baldwin .....	18.2	Lawtey .....	37.2
West Jacksonville.....	2.3	Fiftone .....	22.4	Horn .....	39.0
Marietta .....	6.8	Maxville .....	25.7	Temple .....	40.0
Priceville .....	9.0	Mudge .....	32.0	Starke .....	43.9
White House .....	10.4	Highland .....	32.1	Reynolds .....	46.0
Halsema .....	13.0	Mahoney .....	34.0	Thurston .....	49.0
Otis .....	13.4	Leghee .....	35.0	Hampton .....	50.2
Eddys Spur.....	52.0	Santos .....	108.6	Crescent .....	159.0
Navarre .....	54.0	Pollys Mill.....	110.0	Dade City .....	163.7
Waldo .....	55.8	Thaggard .....	112.0	Pasadena .....	166.7
Maultsby .....	60.0	Bellevue .....	112.6	Phelps .....	170.6
Eighty-Nine .....	61.0	Greenleaf .....	114.0	Greer .....	171.0
Orange Heights.....	60.9	Summerfield .....	116.8	Zephyrhills .....	173.1
Campville .....	64.9	South Lake Weir Junction...	116.8	Bramlett .....	176.0
Campville Brick Track.....	65.0	Dallas .....	119.3	Crystal Springs.....	177.0
Goodwins .....	67.0	Oxford .....	122.3	Knights' .....	184.4
Rex .....	68.0	Harris Siding.....	125.0	Plant City.....	188.4
Hawthorne .....	70.0	McRaneys .....	126.0	Oliphant .....	193.2
Lochloosa .....	76.4	Wildwood .....	126.9	Sidney .....	194.9
Island Grove.....	80.0	Monarch .....	130.0	Sand Brick.....	197.0
Citra .....	82.5	Hines .....	131.0	Valrico .....	198.4
Sparr .....	88.0	Coleman .....	131.4	Dickinson .....	200.0
Anthony .....	91.3	Warnell .....	134.0	Brandon .....	200.2
Spring Park.....	95.0	Panasoffkee .....	134.9	Limona .....	201.2
Oak .....	95.1	Ekal .....	135.5	Pitts .....	204.0
Silver Springs Junction.....	97.2	Bushnell .....	141.5	Yeomans .....	206.2
Ocala .....	101.0	St. Catherine .....	145.4	Fultons Spur.....	208.0
York Spur.....	103.0	Terrell .....	149.6	Tampa Northern Junction.....	208.9
Orange Avenue .....	105.0	Lacoochee .....	155.8	Ybor City.....	209.6
Millers .....	107.0	Owensboro .....	158.0	Tampa .....	210.5

# Jacksonville to Savannah.

Jacksonville .....	0.0	Duval .....	13.3	Becker .....	27.6
F. & J. Junction.....	3.6	Tisonia .....	16.3	Evergreen .....	30.0
Panama .....	5.9	Hedges .....	21.2	Savannah, Ga.....	137.4
Eastport Junction.....	10.0	Yulee .....	23.4		

# Fernandina to Baldwin.

Fernandina .....	0.0	Callahan .....	27.2	Inglehome .....	38.8
O'Neil .....	6.0	Crawford .....	31.6	Bryceville .....	41.0
Lofton .....	8.5	Italia .....	19.0	Baldwin .....	47.2
Yulee .....	12.1	Dahoma .....	34.8		
Wilson .....	14.0	Verdie .....	37.0		

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# Waldo to Cedar Key.

Waldo .....	0.0	Palmer .....	24.2	Dutton's Spur .....	52.0
Millican .....	3.4	Orchard .....	26.0	Gulf Hammock.....	53.0
Fingers Mill .....	5.0	Archer .....	28.2	Wylly .....	58.4
Fairbanks .....	7.0	Camps Spur.....	32.0	Rosewood .....	60.6
Dowds Spur.....	10.0	Albion .....	33.5	Dix .....	61.0
Gainesville .....	13.8	Meredith .....	34.4	Sumner .....	63.0
Millards .....	16.0	Bronson .....	37.5	Luckens .....	68.1
Daysville .....	17.6	Otelia .....	40.0	Suskins .....	69.0
Hammock Ridge.....	18.7	Lennon .....	43.6	Cedar Keys .....	79.8
Arrendondo .....	19.8	Otter Creek.....	49.3		
Kanapaha .....	21.1	Ellzey .....	51.0		



## SEABOARD AIR LINE RAILWAY—Continued.

## Starke to Wannee.

Starke .....	0.0	LaCrosse .....	19.4	Central Junction.....	37.3
Pine Island.....	5.0	Getzens .....	20.2	Neals .....	41.3
Sampson Junction.....	6.4	Haynesworth .....	23.4	Williford .....	46.3
Wainwrights .....	7.6	A. C. L. Junction.....	25.3	Curtis .....	49.0
Clayno .....	10.1	Alachua .....	26.5	Bell .....	51.2
Atlantic .....	12.6	Hodges .....	29.3	Wannee .....	56.6
Brooker .....	14.6	Arno .....	32.6		
Thomasville .....	16.4	Buda .....	35.1		

## Buda to Norwillis.

Buda .....	0.0	Vanes Pen.....	6.0	Williams .....	9.0
Mutual .....	2.0	Mersey .....	7.0	Frankphos .....	9.0
Thames Junction.....	5.0	Fleetnor .....	8.0	Norwallis .....	9.0

## Archer to Inverness.

Archer .....	0.0	Morrison .....	19.5	Dunnellon .....	40.8
Eve .....	4.3	Standard .....	24.0	S. & H. Junction.....	41.9
Raleigh .....	6.8	Early Bird.....	26.3	Harrison .....	47.3
Hodgson .....	9.0	Eagle Mine.....	29.0	Johnsons .....	56.0
Gunnells .....	9.0	Hoyt .....	31.1	Inverness .....	58.6
Williston .....	11.4	Blue Run.....	40.0		
Montbrook .....	16.0	Blue Run Yard.....	40.0		

**Wildwood to Orlando.**

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	36.8
Orange Home.....	3.1	Eldorado .....	14.8	Apopka .....	40.2
Bamboo .....	5.0	Cunninghams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	21.0	Toronto .....	44.5
Whitney .....	7.4	Ellsworth Junction.....	25.0	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.0	Lockhart .....	46.2
Montclair .....	9.0	Wallings .....	30.6	Fairvilla .....	49.5
Leesburg .....	11.3	Gainesboro .....	31.2	Modello Park.....	50.3
Sunnyside .....	14.0	Zellwood .....	32.8	Orlando .....	53.1
Birds .....	14.0	McDonald .....	35.1		

**Orlando to Lake Charm.**

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track.....	14.0
Rowena .....	2.8	Lake Howell.....	9.0	Lawtons Pkg. House.....	15.9
Morse .....	4.0	Golden Rod.....	10.3	Oveido .....	15.9
College Station.....	5.1	Bertha .....	11.0	Lake Charm.....	17.0
Winter Park.....	5.5	Gabriella .....	12.6		

**Morrison to Ackert Spur.**

Morrison .....	0.0	Akert Spur.....	0.5		
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# SEABOARD AIR LINE RAILWAY—Continued.

## Oliphant to Venice.

Oliphant .....	0.0	Ellenton Junction .....	40.6	Bradentown .....	45.4
Durant .....	5.2	Ellenton .....	41.4	Orange Spur .....	47.0
Lithia .....	9.0	Harlee .....	42.0	Oneco .....	47.9
Boyette .....	11.1	Harrison .....	42.0	Tallavast .....	50.0
Burnetts Crossing .....	16.0	Springstead .....	42.0	Rardins .....	52.0
Balm .....	16.6	Palmetto Junction .....	41.9	Sarasota .....	54.4
Wimauma .....	20.2	Palmetto .....	43.2	Fruitville Junction .....	58.2
Willow .....	26.0	Atwood Junction .....	43.0	Bee Ridge .....	61.8
Dickey .....	29.0	Manavista .....	44.0	Osprey .....	66.7
Parish .....	32.0	Terra Ceia Junction .....	39.0	Laurel .....	71.8
Erie .....	36.0	Terra Ceia .....	43.4	Nokomis .....	73.1
Vegetable .....	36.0	Manatee .....	44.2	Venice .....	74.5
Barber .....	40.0	Bradentown Junction .....	44.4		

## Plant City to Nalaca.

Plant City .....	0.0	Edeson Junction .....	13.0	Alturas .....	35.5
Coronet Junction .....	2.2	Edeson .....	13.2	Peace Valley .....	40.3
Coronet .....	3.5	Nichols .....	15.6	Lake Wales .....	44.5
Trapnell .....	4.2	Mulberry .....	19.2	Baynard .....	50.0
Hopewell .....	6.4	Ridgewood .....	22.9	Hilderly .....	52.6
Alafia .....	8.5	Bartow .....	27.2	Walinwa .....	59.1
Keysville .....	10.4	Pembroke Junction .....	28.2	Florinda .....	63.8
Welcome Junction .....	10.9	Polk Lake .....	31.1	Nalaca .....	67.0
Welcome .....	13.0	Lake Garfield .....	32.5		

# Edeson Junction to Agricola.

Edeson Junction .....	0.0	Bradley Junction.....	7.2	Silver City.....	11.7
Stephens Spur .....	4.6	Mardowell .....	11.6	Agricola .....	12.1

# Tampa to Brooksville.

Tampa .....	0.0	Chapman .....	13.1	Weeks .....	39.1
Ybor City.....	1.9	Stemper .....	15.3	Ayers .....	39.7
T. N. Junction.....	2.2	Lutz .....	16.3	Powell .....	43.3
Gary .....	2.6	Deer Lake.....	17.8	Garrison .....	45.1
Parker .....	5.3	Denham .....	19.3	Salil .....	47.2
Hardee .....	5.8	Drexel .....	22.7	Tooke Lake Junction.....	47.6
Gulf Coast Junction.....	7.6	Fivay Junction .....	29.2	Brooksville .....	48.6
Flora .....	10.1	Greenfield .....	30.5		
Nowatney .....	11.1	Loyce .....	34.0		

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# Brooksville to Centralia.

Brooksville .....	0.0	Norman .....	8.4	Centralia .....	17.9
Tooke Lake Junction.....	1.0	Tooke Lake.....	13.4		
Wiscon .....	6.4	Long Lake.....	14.9		

# Tallahassee to St. Marks.

Tallahassee .....	0.0	Woodville .....	9.5	Wakulla .....	15.2
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	6.3	Vareen .....	12.6	St. Marks .....	20.7

# SEABOARD AIR LINE RAILWAY—Continued.

## Tallahassee to Covington.

Tallahassee .....	0.0	Rose .....	12.9	Walkers Springs.....	30.0
St. Marks Junction.....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.4	Wacissa .....	21.3		
Walton .....	12.9	Leonton .....	23.6		

## Morriston to Holder.

Morriston .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1.....	29.0
Early Bird.....	6.0	Anderson Mine.....	23.0	Section No. 34 Mine.....	29.0
Blue Run Mine.....	20.0	Dunnellon .....	20.0	Section No. 26 Mine.....	33.0
Ray Mine.....	20.0	River Mine .....	21.0	Section No. 35 Mine.....	33.0
Dunnellon Mine.....	21.0	Section 20-A Mine.....	26.0	Inverness .....	38.0
Cullens Mine .....	21.0	Section 20-B Mine.....	26.0	Southern Mine .....	38.0
Marion Mine.....	21.0	Section 20-C Mine.....	26.0	Holder No. 1 Mine.....	40.0
Griggs Mine.....	21.0	Syndicate No. 3.....	28.0	Holder No. 2 Mine.....	40.0

## Drifton to Monticello.

Drifton .....	0.0	Monticello .....	4.1		
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## Dunnellon to Inglis.

Dunnellon .....	0.0	Mahaska .....	7.0	Station B .....	11.0
Rockwell .....	3.0	Station A.....	8.0	Inglis .....	15.0



# Tampa to St. Petersburg.

Tampa .....	0.0	Tarpon Springs Junction....	15.4	Baskin .....	38.3
Ybor City.....	1.9	Bridgeport .....	23.0	Indian Beach Junction.....	38.0
Gary .....	2.6	Espiritu Santo Springs.....	26.2	Woodrow .....	39.4
Parker .....	5.3	Dellwood .....	26.7	Oakhurst .....	41.8
Hardee .....	5.8	Coachman .....	28.7	Seminole .....	42.9
Gulf Coast Junction.....	7.6	Clearwater .....	33.0	Tyrone .....	46.5
Sulphur Springs.....	8.0	Bellaire .....	34.3	Davista .....	48.9
Goldstein .....	9.7	Largo .....	36.6	Gulfport .....	50.9
Lake View.....	11.5	Annona .....	37.0	St. Petersburg.....	54.5

## Tarpon Springs Junction to Tarpon Springs.

Tarpon Springs Junction....	0.0	Cosme .....	5.0	Kimbrough .....	15.2
Lynn .....	1.0	Lake Fern.....	8.6	Lake Villa .....	18.0
Spivey .....	1.9	Gulf Pine.....	10.0	Tarpon Springs.....	21.0
Citrus Park.....	2.8	Keystone Colony.....	14.0		

## Lake Villa to Port Richey.

Lake Villa.....	0.0	Elfers .....	4.6	Port Richey.....	7.2
Sans Souci.....	4.0				

# SEABOARD AIR LINE RAILWAY—Continued.

## Bradenton to Arcadia

Bradenton .....	0.0	Verna .....	21.4	Lacy .....	39.0
Bradenton Junction .....	1.0	Parmelee .....	24.5	Pine Level.....	40.6
Manatee .....	1.3	Myakka City.....	28.5	Tryon .....	42.4
East Manatee.....	3.2	East Myakka .....	29.4	Nocatee Junction.....	44.1
Alsace .....	5.1	Manatee Lumber Co. Siding.	30.2	Belgium .....	47.0
Adalake .....	8.6	Edgeville .....	32.7	C. H. & N. Crossing.....	49.6
Lorraine .....	12.9	Parkton .....	35.2	Arcadia .....	50.3

## Coleman to West Palm Beach

Coleman .....	0.0	Noxon .....	51.1	Hartt .....	95.7
Center Hill .....	11.4	Auburndale .....	54.1	Sebring .....	101.0
Mabel .....	15.6	Winter Haven .....	60.2	Okeechobee .....	143.0
Carters Island .....	21.3	West Lake Wales .....	69.5	West Palm Beach.....	204.0
Withla .....	34.6	West Frostproof .....	80.8		
Polk City .....	45.5	Avon Park .....	92.0		

**LOUISVILLE & NASHVILLE RAILROAD.**  
Pensacola to River Junction.

Pensacola .....	0.0	Delaco .....	57.0	Caryville .....	100.0
Bohemia .....	6.0	Deerland .....	59.0	Long Pine .....	104.0
Gull Point .....	7.0	Claroy .....	61.0	Yette .....	107.0
Yniestra .....	8.0	Lobes .....	62.0	Bonifay .....	108.0
Escambia .....	9.0	Mossy Head .....	66.0	Chipleay .....	117.0
Mulat .....	13.0	Grandan .....	71.0	Aycock .....	123.0
Pace Junction .....	13.0	Bear Head .....	73.0	Cottondale .....	126.0
Harp .....	14.0	Danzig .....	73.0	Simla .....	128.0
Galt City .....	17.0	Tervin .....	79.0	Jarl .....	135.0
Bagdad Junction .....	19.0	Dixons .....	79.0	Marianna .....	136.0
Milton .....	20.0	DeFuniak Springs .....	79.0	Lulaton .....	138.0
Bayou Siding .....	21.0	Arnait .....	83.0	Oxton .....	139.0
Harold .....	30.0	Argyle .....	84.0	Roky .....	141.0
Yabbo .....	38.0	Summerville .....	85.0	Criglar .....	142.0
Holts .....	39.0	Ponce de Leon .....	91.0	Cypress .....	146.0
Galliver .....	41.0	Burnell .....	93.0	Grand Ridge .....	150.0
Zorid .....	43.0	Valle .....	93.0	Inwood .....	152.0
Milligan .....	46.0	Yarzo .....	95.0	Sneads .....	155.0
Crestview .....	50.0	Westville .....	97.0	River Junction .....	161.0

**Crestview to Florala.**

Crestview .....	0.0	Campton .....	10.0	Laurel Hill .....	17.0
Auburn .....	5.0	Okaloo .....	13.0	Svea .....	21.0
Labro .....	6.0	Pineway .....	14.0	Florala .....	27.0
Garden City .....	7.0	Schulman .....	15.0		

LOUISVILLE & NASHVILLE—Continued.  
Graceville to Esto.

Graceville .....	0.0	Wynnium .....	5.0	Esto .....	8.0
Eleanor .....	3.0	Noma .....	7.0		

Pensacola Division.

Pensacola .....	0.0	Cottage Hill .....	16.3	Jacobi .....	29.0
Goulding .....	2.4	Quintette .....	18.7	McDavid .....	33.2
Brent .....	3.8	Molino .....	22.7	Thriffs .....	35.2
Olive .....	6.6	Noriagga .....	23.7	Bluff Springs .....	38.2
Roberts .....	11.4	Dolores .....	24.7	Pringe .....	40.2
Gonzales .....	12.4	Barth .....	25.7	Century .....	41.5
Cantonment .....	14.8	Pine Barren .....	27.0	Flomaton .....	43.5

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Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala.....	100.1
Eleanor .....	3.0	High Note.....	11.6	Montgomery, Ala.....	159.4

# **APALACHICOLA NORTHERN RAILROAD.**

**River Junction to Port St. Joe.**

River Junction.....	0.0	Causey .....	31.0	Buck's Still.....	66.6
Dolan .....	7.9	Chio .....	31.7	Beverly .....	67.6
Hardaway .....	8.5	Adrem .....	33.0	Borrow Pit.....	69.6
Greensboro .....	12.7	Trump .....	33.9	Draw Bridge .....	75.5
Juniper .....	14.6	Liberty .....	34.2	Franklin .....	76.5
Guest .....	17.1	Deerhunt .....	37.7	Apalachicola .....	79.5
Sedalia .....	17.3	Vilas .....	39.5	Wye .....	82.5
Elmira .....	18.9	South Vilas.....	40.2	Tilton .....	83.5
Eddy .....	19.0	Central City.....	42.5	Odena .....	92.0
Millman .....	21.6	Wilma .....	46.0	Nulsen .....	95.0
Lowrey .....	23.5	Criglar .....	48.0	Niles .....	99.3
Hosford .....	26.9	Sumatra .....	56.0	Port St. Joe.....	102.3
Evans .....	29.3	Coline .....	60.0		
Telogia .....	29.5	Fort Gadsden .....	62.5		



# SEABOARD AIR LINE RAILWAY—Continued.

## Tavares to Ocoee

Tavares .....	0.0	West Apopka.....	15.0	Tildenville .....	27.5
Ellsworth Junction.....	3.5	Montverde .....	18.0	Brayton .....	28.5
Astatula .....	7.5	Waits Junction .....	21.0	Winter Garden.....	29.0
Heatons .....	10.5	Killarney .....	24.5	Ocoee .....	31.4
Bear Spring.....	13.0	Oakland .....	26.5		

## Waits Junction to Clermont.

Waits Junction .....	0.0	Mohawk .....	3.0	Clermont .....	6.0
Crenshaw .....	1.0	Minneola .....	4.5		

## Waldo to Tampa (Via Archer)

Waldo .....	0.0	Early Bird .....	54.9	Powells .....	113.6
South Waldo .....	1.0	Hoyt .....	59.7	Ayers .....	117.7
Fairbanks .....	7.1	Blue Run Yard.....	68.4	Loyce .....	122.9
Nedra .....	11.4	P. S. & H Junction.....	69.9	Fivay .....	128.2
Gainesville .....	13.9	Harrison .....	76.3	Drexel .....	134.7
Arredonda .....	19.8	Johnsons .....	84.4	Lutz .....	141.1
Kanapaha .....	21.2	Inverness Junction ..	84.9	Nowatney .....	145.8
Archer .....	28.4	Landrum .....	93.1	Gulf Coast Junction....	149.3
Raleigh .....	36.1	Lake Lindsey .....	98.7	Gary .....	154.3
Williston .....	40.0	Hammock .....	107.2	Tampa Northern Junction....	154.7
Montbrook .....	44.4	Brooksville .....	108.8	Tampa .....	156.9
Morrison .....	47.8	Tooke Lake Junction..	109.8		

# GEORGIA SOUTHERN AND FLORIDA RAILWAY.

## Palatka to Valdosta.

Palatka .....	0.0	Theresa .....	32.5	Winfield .....	80.0
A. C. L. Junction.....	1.0	Hampton .....	36.4	Suwannee Valley .....	82.8
Woodburn .....	7.6	Sampson City.....	42.1	White Springs.....	86.3
Carraway .....	10.6	New River.....	46.8	Winn .....	89.7
Baywood .....	13.0	Lake Butler.....	53.1	Genoa .....	93.2
Florahome .....	16.9	Guilford .....	58.1	Jasper .....	103.3
Grandin .....	18.9	Lulu .....	63.7	Avoca .....	109.9
Putnam Hall.....	21.5	Jefferson .....	67.0	Jennings .....	115.3
Lake Geneva.....	26.1	Watertown .....	73.3	Melrose, Ga.....	118.8
Brooklyn .....	28.2	Lake City .....	74.4	Valdosta, Ga.....	134.4

## Jacksonville to Macon.

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing.....	3.6	St. George.....	26.9	Valdosta, Ga.....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga.....	156.6
King's Grove.....	7.5	Moniac .....	38.7	Macon, Ga.....	261.8
Plummer .....	11.4	Baxter .....	39.5		
Crawford .....	17.7	Eddy .....	45.6		

# TAMPA & JACKSONVILLE RAILWAY.

Sampson City.....	0.0	Rocky Point.....	25.7	Hickman .....	41.5
Graham .....	4.5	Hailes Siding.....	28.3	Southside .....	42.4
Louise .....	5.8	Wacahoota .....	29.3	Dungarvin .....	43.4
Cyril .....	7.0	Lisman .....	30.0	Irvine .....	45.0
Bellamy .....	11.5	Clyatts .....	32.6	Williams Siding.....	46.0
Ellithorpe .....	16.0	Kirkwood .....	33.3	Fort Drane .....	46.3
A. C. L. Crossing.....	19.0	Tacoma .....	34.4	Fairfield .....	48.0
Gainesville .....	20.0	Micanopy .....	36.7	Cara .....	51.5
S. A. L. Crossing.....	20.3	Tuscawilla .....	39.2	Melton .....	52.5
Cannon's .....	24.5	Simonton .....	39.9	Emathla .....	56.0

# LIVE OAK, PERRY & GULF RAILROAD.

Live Oak.....	0.0	Day .....	22.0	Pershing .....	48.0
S. A. L. Crossing.....	1.0	Silo .....	25.0	Hampton Springs.....	49.0
Starr .....	6.5	27-Mile Post .....	27.0	Murat Junction.....	54.0
Mercer .....	8.5	Townsend .....	28.0	59-Mile Post.....	59.0
Newburn .....	10.0	Smith .....	33.0	Waylonzo .....	60.0
Lancaster .....	14.0	Fenholloway .....	38.0	Scanlan .....	64.0
Dowling Park.....	17.0	Blue Creek Junction.....	40.0	Buckhorn .....	65.0
Chancey .....	18.0	Perry .....	44.0	Mandalay .....	68.0
Mayo Junction.....	20.7	Springdale .....	47.0	Flint Rock .....	74.0

# Mayo Branch.

Mayo Junction.....	0.0	Peterson .....	7.8	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

# ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

8-R. R. Com.

St. Andrews .....	0.00	Saunders .....	27.03	Welchton .....	58.80
Panama City .....	2.79	Sherman .....	30.05	Jacobs .....	60.92
Millville Junction .....	5.06	Fountain .....	31.19	Campbellton .....	64.73
Mill Bayou .....	9.46	Betts .....	34.51	State Line (Siding) .....	68.27
Bayou George .....	13.29	Econfina .....	37.00	Madrid .....	70.66
Majette .....	15.07	Compass Lake .....	39.55	Hodgesville .....	73.68
Galco .....	17.58	Round Lake .....	43.93	Keyton .....	75.90
Cairo .....	18.27	Alford .....	46.74	Memphis .....	78.25
Nixon .....	20.35	Steele City .....	48.55	Carmichael .....	80.24
Youngstown .....	23.33	Cottondale .....	53.78	Dothan .....	84.14

## GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle .....	0.0	Raker Mill .....	31.0	Gibson .....	62.0
Lanark .....	5.0	Hilliardville .....	36.0	Havana .....	67.0
MacIntyre .....	13.0	Helen .....	38.0	Hinson .....	68.0
Curtis Mills .....	16.0	Spring Hill .....	40.0	Jamieson .....	71.0
Sopchoppy .....	19.0	S A. L. Junction .....	49.0	Bainbridge, Ga. ....	90.0
Ashmore .....	21.0	Tallahassee .....	50.0	Arlington, Ga. ....	129.0
Millgrove .....	26.0	Saxon .....	54.0	Cuthbert, Ga. ....	156.0
Arran .....	29.0	Lake Jackson .....	59.0		

### Quincy Branch.

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

# **SOUTH GEORGIA RAILWAY**

Ga.-Fla. State Line.....	0.00	Spray .....	10.14	Boyd .....	33.73
Lovett .....	1.49	Greenville .....	13.43	Perry .....	38.91
Maysland .....	3.67	Sirmans .....	22.01	Hampton Springs .....	44.41
Wilson's Crossing .....	6.11	Shady Grove .....	26.67		
Dennett .....	8.56	Lake Bird .....	29.29		

(Figures from I. C. C. Valuation Measurements.)

# **GEORGIA & FLORIDA RAILWAY.**

Madison .....	0.0	Pinetta .....	10.4	Valdosta, Ga.....	28.0
Hanson .....	7.3	Olympia, Ga.....	14.6		

# **CHARLOTTE HARBOR AND NORTHERN RAILWAY.**

S. Boca Grande.....	0.0	Arcadia .....	48.9	Baird .....	81.2
Boca Grande.....	2.3	Bunker .....	51.7	Cottman .....	83.2
Gasparilla .....	5.3	Kinsey .....	57.4	Chicora .....	86.3
Placida .....	8.0	Limestone .....	58.9	Bradley Junction.....	89.1
McCall .....	15.6	Bridges .....	62.1	Martin Junction.....	93.6
Southland .....	17.6	Rector .....	67.1	Pierce .....	92.3
Murdock .....	23.5	Ona .....	66.9	Tiger Bay.....	92.1
Mars .....	25.5	Vandolah .....	69.3	Achan .....	93.8
Platt .....	33.9	Ft. Green Springs.....	74.7	Ridgewood .....	98.6
Ft. Ogden .....	36.9	Ft. Green.....	76.5	South Mulberry .....	96.7
Hull .....	39.6	Kalum .....	78.5	Mulberry .....	96.9
Nocatee .....	44.7	Ft. Green Junction.....	80.0		



# GULF PORTS TERMINAL RAILWAY CO.

Pensacola .....	0.0	Millview Junction.....	6.29	Millview .....	7.29
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# GULF PORTS TERMINAL RAILWAY CO.

Millview Junction.....	0.0	Klondyke .....	6.3	Muscogee .....	15.3
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# MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna .....	0.0	Cox .....	13.5	Sharpston .....	35.0
Oak Dale.....	4.9	Altha .....	15.8	Gaskins Siding.....	40.0
Simsville .....	7.5	Blountstown .....	26.7	Scotts Ferry .....	42.0
Rock Creek.....	9.0	Old Blountstown .....	29.0		
Sink Creek.....	11.3	Flowers Still.....	31.0		

# FLORIDA EAST COAST RAILWAY.

## Jacksonville to Key West.

Jacksonville .....	0.0	Dupont .....	90.1	Rockledge .....	174.6
South Jacksonville.....	1.3	Harwood .....	97.6	Bonaventure .....	179.4
Bowden .....	4.6	Volusia .....	99.0	Bugbee .....	182.7
Sunbeam .....	9.4	Tomoka .....	101.4	Eau Gallie .....	189.8
Greenland .....	12.8	Hotel Junction.....	104.0	Sarno .....	190.7
Bayard .....	15.2	Ormond Hotels.....	105.3	Melbourne .....	194.2
Durbin .....	20.6	Ormond .....	104.2	Tillman .....	197.5

# FLORIDA EAST COAST RAILWAY—Continued.

## Jacksonville to Key West—Continued.

Woodland .....	24.2	Holly Hill.....	107.0	Malabar .....	199.9
Sampson .....	27.3	Blake .....	112.5	Valkaria .....	203.0
Magnolia Grove.....	31.5	Port Orange.....	114.7	Grant .....	205.6
Baker Siding.....	34.8	Daytona .....	109.7	Micco .....	209.2
St. Augustine .....	36.7	Spruce Creek.....	119.5	Roseland .....	212.4
Dean Siding.....	37.3	Turnbull Bay.....	121.3	Sebastian .....	214.5
Hurds .....	44.2	New Smyrna.....	124.6	Wabasso .....	219.3
Elkton .....	47.1	Hawks Park .....	127.1	Quay .....	221.9
Armstrong .....	49.0	Hucomer .....	131.2	Gifford .....	225.5
Holy Branch.....	51.1	Oak Hill.....	136.4	Vero .....	227.8
Hastings .....	53.7	Cocoa .....	173.1	Oslo .....	231.1
Orange Mills.....	57.4	Lyrata .....	143.5	Viking .....	234.6
East Palatka.....	61.4	Siwashe .....	162.6	St. Lucie.....	238.9
San Mateo Junction.....	62.8	Frontenac .....	165.4	Ft. Pierce.....	241.6
Yelvington .....	66.6	Sharpes .....	167.4	White City.....	246.3
Roy .....	68.8	City Point.....	169.3	Eldred .....	247.2
Dinner Island.....	76.4	East Mims.....	150.3	Ankona .....	249.0
Neoga .....	81.2	Titusville .....	154.4	Walton .....	252.4
Espanola .....	82.3	Indian River.....	157.6	Eden .....	254.4
Bunnell .....	86.6	Pritchards .....	157.7	Jensen .....	256.8
Rio .....	258.8	Hallandale .....	350.6	Key Largo .....	417.3
Gosling .....	260.5	Ojus .....	353.3	Rock Harbor.....	424.4
Stuart .....	261.4	Fulford .....	354.7	Tavernier .....	431.0
Salerno .....	266.5	Arch Creek.....	357.4	Plantation .....	434.1
Fruita .....	268.7	Biscayne .....	359.0	Quarry .....	438.6
Gomez .....	272.2	Little River.....	360.6	Islamorada .....	440.1

# FLORIDA EAST COAST RAILWAY

## Jacksonville to Key West.

Hobe Sound.....	274.7	Lemon City.....	361.8	Central Supply.....	440.0
Likely.....	277.8	Buena Vista.....	363.2	Indian Key.....	445.2
Tropic.....	279.3	Miami.....	365.6	Crevalo.....	447.6
Jupiter.....	283.3	Cocoanut Grove.....	370.9	Cooks Siding.....	450.6
Prairie.....	290.5	Larkin.....	373.8	Crescent.....	455.1
Riveria.....	295.3	Kendal.....	376.4	Long Key.....	457.3
West Palm Beach.....	299.0	Benson.....	378.6	Toms Harbor.....	461.7
Royal Poinciana.....	299.7	Keys.....	379.5	Grassy.....	464.4
Breakers.....	300.3	Rockdale.....	380.2	Vaca.....	470.9
Lake Worth.....	306.2	Perrine.....	381.6	Marathon.....	474.1
Lantana.....	308.3	Peters.....	382.5	Knights Key Dock.....	476.8
Hypoluxo.....	309.4	Goulds.....	385.8	Bahia Honda.....	485.1
Boynton.....	312.2	Black Point.....	386.7	Spanish Harbor.....	488.7
Delray.....	316.9	Princeton.....	387.7	Big Pine.....	491.9
Yamato.....	321.0	Naranja.....	389.4	Ramrod Key.....	495.8
Boca Ratone.....	324.5	Modello.....	391.5	Cudjoo.....	499.9
Deerfield.....	327.0	Homestead.....	393.9	Sugarloaf.....	502.9
Pompano.....	333.1	Florida City.....	395.6	Chase.....	506.0
Colohatchee.....	338.3	Wooddall Siding.....	401.6	Big Cappitt.....	512.2
Fort Lauderdale.....	341.2	Everglade.....	408.3	Stock Island.....	518.5
Dania.....	345.9	Jewfish.....	415.4	Key West.....	522.0

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## St. Augustine to Bunnell (Via Bunnell Cut-Off)

St. Augustine ..	0.0	Saybrook ..	9.1	Bunnell Junction ..	29.7
Moultrie Junction ..	0.3	Colfax ..	17.4	Bunnell ..	30.5
Wakeley ..	0.9	Dorena ..	27.1		

# New Smyrna to Orange City Junction.

New Smyrna .....	0.0	Indian Spring.....	10.0	Twin Oaks.....	24.4
Glencoe .....	3.2	Rogers .....	15.5	Orange City.....	25.5
Bond's New Spur.....	4.6	Bond's Spur.....	17.6	Orange City Junction.....	27.6
Briggsville .....	8.2	Lake Helen.....	20.7		

# Titusville to Enterprise Junction.

Titusville .....	0.0	Aurantia .....	9.4	Osteen .....	29.5
Lagrange .....	2.1	Maytown .....	16.8	Garfield .....	33.8
Mims .....	4.3	Cow Creek.....	21.2	Enterprise .....	36.3
Turnbull .....	7.5	Farmton .....	23.5	Enterprise Junction.....	40.1
Turnbull Junction.....	8.0	Kalamazoo .....	27.0		

# Jacksonville to Mayport.

Jacksonville .....	0.0	Center Park.....	10.7	Atlantic Beach.....	20.3
South Jacksonville.....	1.3	San Pablo .....	14.6	Manhattan Beach.....	22.6
St. Nicholas.....	2.7	Pablo Beach.....	17.3	Burnside Beach.....	23.0
Springs Glen.....	4.1	Manatee Avenue.....	18.0	East Mayport .....	23.9
Hogan .....	6.1	Cashens .....	19.2	Mayport .....	25.4

# East Palatka to San Mateo.

East Palatka.....	0.0	Howard's Ridge.....	2.6	San Mateo .....	4.1
San Mateo Junction.....	1.4				

**FLORIDA EAST COAST RAILWAY—Continued.**  
**East Palatka to Palatka.**

East Palatka.....	0.0	Water Street, Palatka.....	2.1	Palatka Station.....	2.7
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**New Smyrna to Canal Point.**

New Smyrna.....	0.0	Pocataw .....	47.1	Lokosee .....	99.9
Creighton .....	9.5	Wewahootee .....	51.5	Yeehaw .....	106.1
Maytown .....	17.6	Salofka .....	59.1	Osowaw .....	112.6
St. Johns River.....	23.8	Tohopkee .....	64.9	Fort Drum.....	118.9
Olacypco .....	24.1	Holopaw .....	71.2	Hilolo .....	122.9
Geneva .....	28.8	Illahaw .....	79.8	Efaw .....	127.7
Chuluota .....	35.9	Nittaw .....	84.7	Opal .....	131.8
Lake Pickett.....	39.4	Kenansville .....	90.0	Osceola .....	135.4
Bithlo .....	42.2	Apoxee .....	96.1	Okeechobee .....	139.1
Upthegrove Siding .....	146.8	Drawbridge W. ....	163.6	Drawbridge .....	172.4
Utopia Pass Track.....	151.2	Sand Cit. Siding....	169.0	Canal Point .....	173.4

**FELLSMERE RAILROAD.**

Sebastian .....	0.0	River Bridge.....	4.5	Fellsmere .....	9.9
Kitching .....	3.7				

**ANDALUSIA, FLORIDA & GULF RAILROAD.**

Galliver .....	0.0	Hilton .....	10.0	Mountain City.....	20.0
Baker .....	6.0	Blackman .....	15.0	Wing .....	24.0
Givens Junction.....	9.0	Blackman Junction....	16.0	Falco, Ala.....	25.0



# BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

## Chipley to South Port.

Chipley .....	0.0	Macom .....	16.0	Gothic .....	27.0
Washington .....	5.0	Tiller .....	19.0	Lake Meriel.....	30.0
Everett .....	8.5	Greenhead .....	20.5	Vicksburg .....	34.5
Wausau .....	11.0	Riverside .....	22.0	South Port.....	38.0

## GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola .....	0.0	Cantonment .....	17.9	Earnestville .....	34.5
West Pensacola.....	3.7	Muscogee .....	21.8	McKinnonville .....	35.9
Goulding Spur .....	5.7	Gateswood Junction.....	25.2	Buck Eye .....	41.9
Roberts .....	13.3	Barrineau Park .....	28.6	Walnut Hill.....	43.5
Gonzales .....	15.1	Tenile .....	31.3	Pine Forest.....	47.3

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## MOORE HAVEN & CLEWISTON RAILWAY

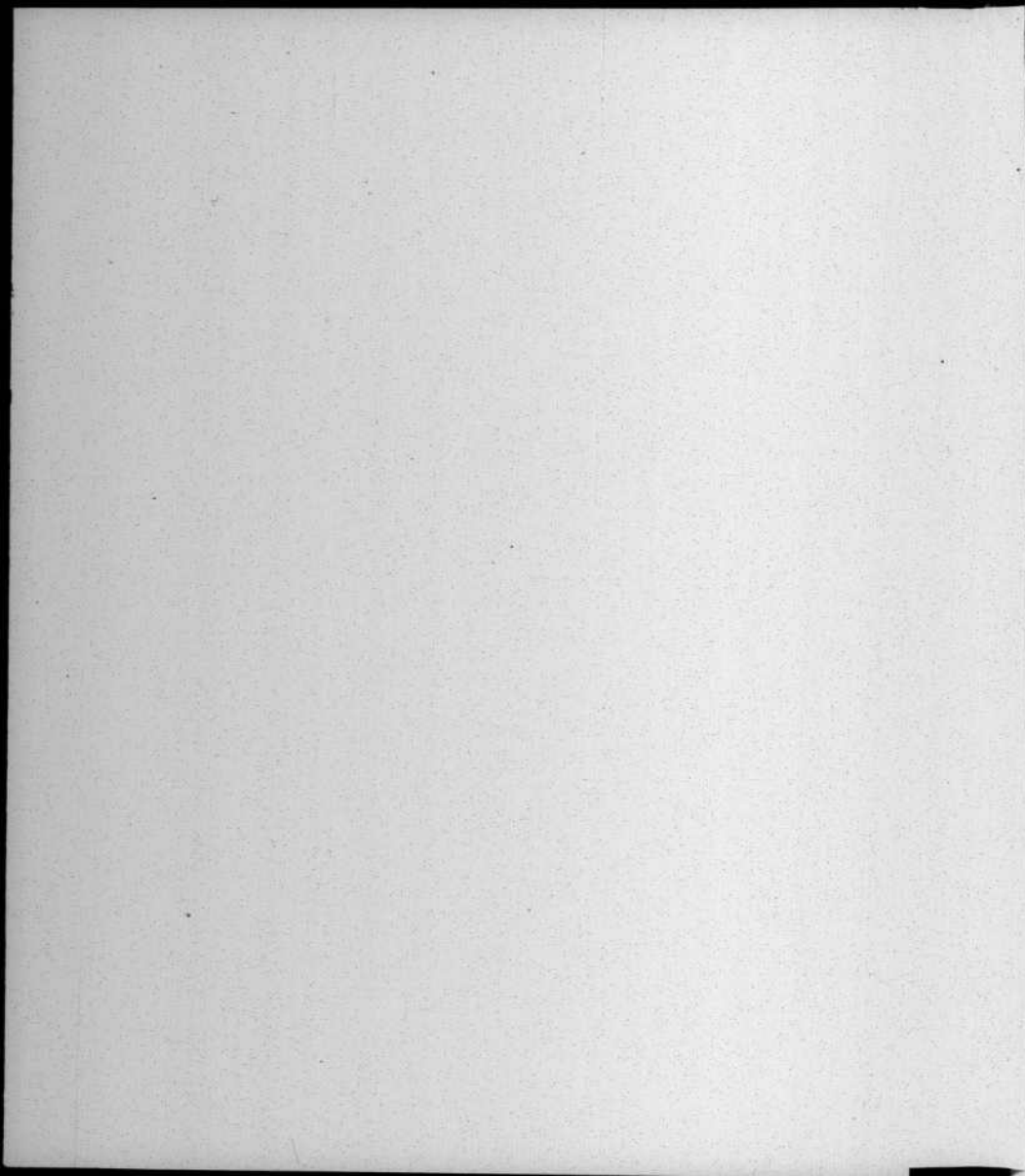
Clewiston .....	0.0	Gunson .....	4.0		
Clewiston Dock .....	1.0	Liberty Point .....	7.0	Benbow .....	10.0
Waring .....	2.0	Frierson .....	8.0	Moore Haven .....	14.0



RAILROAD STATISTICS—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEET—ENTIRE LINE.

NAME OF ROAD.	ASSETS											LIABILITIES							
	Investment in Road and Equipment	Improvements on Leased Property	Sinking Funds	Deposited in Lieu of Mortgaged Property	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total	Stock	Long Term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Grand Total
Alabama, Florida & Gulf Railroad	\$ 148,409.07	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ 1,085.87	\$ .....	\$ .....	\$ 149,494.94	\$ 50,000.00	\$ .....	\$ 134,668.10	\$ .....	\$ 5,578.89	\$ .....	\$ *40,752.05	\$ 149,494.94
Aldalusia, Florida & Gulf Railway	24,939.64	.....	.....	.....	.....	.....	.....	2,910.91	.....	.....	27,850.55	25,000.00	.....	249.76	.....	1,371.01	.....	1,229.78	27,850.55
Apalachicola Northern Railroad Co.	2,923,949.13	.....	.....	.....	.....	.....	.....	80,007.48	28,820.43	6,375.33	3,104,664.87	1,000,000.00	2,000,000.00	1,463,836.05	.....	66,114.32	2,387.77	*1,427,673.27	3,104,664.87
Atlanta & St. Andrews Bay Railway Co.	1,564,735.49	.....	.....	.....	512.50	.....	65,000.00	57,072.39	178.33	7,647.81	1,638,953.80	300,000.00	850,000.00	350,883.49	.....	96,675.01	2,729.24	*272,924.19	1,638,953.80
Atlantic Coast Line Railroad Co.	230,642,074.17	116,667.21	21,919.35	2,592.53	1,506,201.71	68,805,557.71	6,534,164.10	28,832,619.24	498,927.75	762,885.30	337,723,609.07	73,612,342.50	155,722,230.00	10,733,474.51	156,963.15	24,266,321.90	1,955,430.43	71,276,846.58	337,723,609.07
Birmingham, Columbus & St. Andrews Railroad Co.	33,374.81	.....	.....	.....	.....	.....	.....	3,624.66	.....	.....	36,999.47	.....	18,006.46	30,173.90	.....	17,798.79	.....	*28,979.68	36,999.47
Charlotte Harbor & Northern Railway Co.	4,029,495.60	.....	.....	.....	38,143.70	101,001.00	2,500.00	375,960.56	.....	11,744.79	4,558,845.65	4,000,000.00	.....	186,481.51	.....	316,812.66	5,364.87	50,186.61	4,558,845.65
East & West Coast Railway	795,931.67	.....	.....	57.13	.....	.....	.....	29,175.48	17,798.68	23,833.09	866,796.05	250,000.00	988,131.16	23,091.96	.....	22,331.68	926.50	*417,685.25	866,796.05
Florida Central & Gulf Railway Co.	765,364.53	.....	.....	.....	.....	.....	.....	29,184.65	1,482.82	5,495.12	801,527.12	200,000.00	945,261.20	12,689.20	.....	19,253.36	1,036.75	*385,713.39	801,527.12
Florida East Coast Railway Co.	68,975,047.21	5,042.85	.....	8,694.00	178,428.19	526,233.41	2,159,247.36	15,979,720.08	3,853.13	1,401,242.38	89,237,508.61	37,500,000.00	30,975,000.00	2,335,117.68	1,043.57	3,611,123.94	192,416.35	14,622,807.07	89,237,508.61
Georgia & Florida Railway	17,193,978.82	.....	.....	.....	47,680.29	.....	90.00	414,856.90	2,599.75	1,308,423.38	18,967,629.14	8,695,000.00	10,203,000.00	7,746,021.33	.....	474,012.69	16,521.19	*8,166,926.07	18,967,629.14
Georgia, Florida & Alabama Railway Co.	2,982,097.39	.....	.....	.....	38,471.28	36,741.17	.....	223,879.07	11,534.20	38,224.13	3,330,947.24	2,685,000.00	112,144.12	131,513.27	.....	167,299.58	7,283.05	227,707.22	3,330,947.24
Georgia, Southern & Florida Railway Co.	12,591,490.86	.....	.....	2,428.44	42,579.40	.....	.....	1,741,908.41	1,367.40	175,713.77	16,250,404.28	3,768,000.00	8,256,484.08	1,329,492.03	3,686.13	1,163,097.24	41,275.85	1,688,368.95	16,250,404.28
Gulf Ports Terminal Railway Co.	382,912.13	.....	.....	.....	.....	77,615.00	1,617,301.00	4,358.12	.....	.....	387,270.25	1,000,000.00	.....	.....	.....	17,176.06	.....	*629,905.81	387,270.25
Jacksonville Terminal Co.	3,679,400.71	.....	.....	.....	85,391.35	.....	.....	605,445.68	75,000.00	.....	4,443,237.74	375,200.00	3,705,000.00	362,842.94	18,654.71	20,540.96	.....	*37,000.87	4,443,237.74
Live Oak, Perry & Gulf Railroad Co.	1,506,148.51	.....	.....	.....	22,908.98	.....	.....	166,487.53	.....	10,597.36	1,706,142.38	600,000.00	669,000.00	58,488.56	.....	162,953.55	20,000.00	195,700.27	1,706,142.38
Louisville & Nashville Railroad Co.	387,977,779.27	2,017,556.23	473,270.11	305,426.68	5,047,438.16	24,610,870.99	7,010,059.02	56,982,653.89	7,222,150.79	1,803,294.22	493,450,499.36	117,012,116.76	246,079,235.00	17,755,571.19	*129,600.85	60,573,062.36	4,413,367.12	47,487,546.08	493,450,499.36
Moore Haven & Clewiston Railway Co.	201,003.79	.....	.....	.....	.....	.....	.....	25,406.81	.....	825.36	227,235.96	50,000.00	50,000.00	153,060.38	.....	3,712.49	5,000.00	*34,536.91	227,235.96
Muscle Shoals, Birmingham & Pensacola Ry. Co.	510,563.77	.....	.....	.....	.....	.....	.....	96,461.00	.....	98,088.39	705,113.16	.....	753,800.00	268,651.41	.....	41,233.88	4,932.74	*363,504.87	705,113.16
Port St. Joe Dock & Terminal Co.	1,117,153.43	.....	.....	901.00	138,395.17	.....	2,000.00	8,659.09	.....	897.16	1,268,005.85	100,000.00	1,044,000.00	254,743.67	.....	109.28	.....	*130,847.10	1,268,005.85
Seaboard Air Line Railway Co.	209,154,960.30	382,823.29	1,074.02	149,255.30	863,610.27	11,657,622.76	844,456.20	12,371,333.17	397,353.87	6,690,231.42	242,512,720.60	60,950,500.00	152,814,010.41	10,872,512.65	517,782.58	851,325.69	359,810.45	8,482,778.82	242,512,720.60
St. Johns River Terminal Co.	1,386,753.70	.....	.....	.....	3,142.20	.....	.....	227,275.62	5,830.15	1,623,369.67	1,181,312.21	100,000.00	1,313,641.88	118,131.21	13,531.37	84,402.76	20,730.94	*17,068.49	1,623,369.67
Tampa & Gulf Coast Railroad Co.	1,410,768.88	.....	.....	7,929.50	3,514.51	.....	.....	390,401.63	356.20	136,861.87	1,949,832.59	250,000.00	1,748,479.09	413,782.16	18,807.20	69,413.27	18,502.49	*569,151.62	1,949,832.59
Tampa & Jacksonville Railway Co.	1,183,563.13	.....	.....	.....	.....	.....	.....	31,773.51	.....	172.44	1,215,509.08	604,900.00	553,680.73	295,705.12	.....	20,449.76	.....	*259,226.53	1,215,509.08
Tampa Northern Railroad Co.	1,982,045.72	.....	.....	.....	266.70	10,000.00	.....	188,020.03	1,119.40	43,658.78	2,225,110.63	750,000.00	2,207,095.33	142,554.92	533.36	101,939.64	10,034.80	*987,047.42	2,225,110.63
Tampa Union Station Co.	260,864.71	.....	.....	.....	.....	.....	.....	31,147.40	1,875.00	10,612.83	304,499.94	30,000.00	228,000.00	8,291.01	.....	30,969.23	.....	*30,969.23	304,499.94
Tavares & Gulf Railroad Co.	615,672.51	.....	.....	.....	.....	.....	.....	14,207.95	187.65	42.83	630,110.94	250,000.00	.....	1,362,674.03	.....	9,119.87	.....	*991,682.96	630,110.94
The Marianna & Blountstown Railroad Co.	192,633.71	.....	.....	.....	.....	.....	.....	42,702.88	.....	86,350.05	321,686.64	120,000.00	200,000.00	133,122.45	.....	22,631.41	.....	*154,067.22	321,686.64
The South Georgia Railway Co.	704,697.02	.....	.....	.....	31,952.12	.....	.....	46,579.46	130.90	9,886.67	793,156.17	686,000.00	.....	17,677.61	.....	77,557.47	.....	11,921.09	793,156.17
Trans Florida Central Railroad Co.	271,876.88	.....	.....	.....	.....	.....	.....	374.51	45.77	.....	272,297.16	267,859.17	.....	10,670.86	.....	1,521.36	.....	*7,754.23	272,297.16
Totals	\$955,209,596.56	\$ 2,522,089.58	\$ 496,263.48	\$477,284.58	\$8,057,956.31	\$105,825,642.04	\$18,234,817.68	\$119,005,293.98	\$8,265,150.07	\$12,638,934.63	\$1,230,733,028.91	\$315,231,918.43	\$621,445,199.46	\$56,706,172.96	\$1,162,193.17	\$99,956,180.58	\$7,077,750.54	\$129,153,613.77	\$1,230,733,028.91

\* Indicates debit items.  
† Includes \$10,500.10 grants in aid of construction.  
‡ Includes \$464.13 grants in aid of construction.





# STATISTICS



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
PROFIT AND LOSS ACCOUNT, ENTIRE LINE.

NAME OF ROAD	Balance at Beginning of Year	Railway Operating Income Current Year	Net Miscellaneous Debits or Credits to Railway Income	Current Balance to Profit & Loss Account	Miscellaneous Debits or Credits to P. L. Account	Balance at Close of Year 1924
Alabama, Florida & Gulf Railroad	\$* 22,235.60	\$* 7,746.56	\$* 9,971.25	\$* 17,717.81	\$* 798.64	\$* 40,752.05
Andalusia, Florida & Gulf Railway	2,913.13	5,682.17	7,365.52	1,683.35		1,229.78
Apalachicola Northern Railroad Co.	* 1,363,440.27	48,951.32	* 113,184.32	* 64,233.00		* 1,427,673.27
Atlanta & St. Andrews Bay Railway Co.	* 240,763.65	50,136.78	* 76,839.94	* 26,703.16	* 5,457.38	* 272,924.19
Atlantic Coast Line Railroad Co.	63,503,518.93	15,766,561.46	* 3,454,375.67	12,312,185.79	* 4,538,858.14	71,276,846.58
B'ham, Columbus & St. Andrews R. R. Co.	* 16,400.22	4,610.54	* 7,968.92	* 12,579.46		* 28,979.68
Charlotte Harbor & Northern Railway Co.	* 60,332.69	151,339.87	* 111,432.82	* 262,772.69	* 272,918.77	* 50,186.61
East & West Coast Railway	* 326,675.10	* 9,621.62	* 80,466.41	* 90,088.03	* 922.12	* 417,685.25
Florida Central & Gulf Railway Co.	* 306,477.33	* 43,747.69	* 34,001.35	* 77,749.04	* 1,487.02	* 385,713.39
Florida East Coast Railway Co.	11,130,228.92	5,511,463.08	* 1,993,971.07	3,517,492.01	* 24,913.86	14,622,807.07
Georgia & Florida Railway	* 7,550,254.35	377,179.70	* 1,007,136.13	* 629,956.43	13,284.71	* 8,166,926.07
Georgia, Florida & Alabama Railway Co.	131,042.09	169,935.12	* 71,046.61	98,888.51	* 2,223.38	* 227,707.22
Georgia, Southern & Florida Railway Co.	1,685,350.28	1,347,534.32	* 854,742.23	492,792.09	* 489,773.42	1,688,368.95
Gulf Ports Terminal Railway Co.	* 626,654.98	* 3,399.68	148.85	* 3,250.83		* 629,905.81
Jacksonville Terminal Co.	* 37,091.12	* 91,372.68	* 91,372.68		90.25	* 37,000.87
Live Oak, Perry & Gulf Railroad Co.	173,932.85	70,677.74	* 55,068.05	15,609.69	6,157.73	195,700.27
Louisville & Nashville Railroad Co.	42,020,179.17	22,154,033.84	* 8,152,090.43	14,001,943.41	* 8,534,576.50	47,487,546.08
Moore Haven & Clewiston Railway Co.	* 23,935.32	1,277.50	* 12,940.56	* 11,663.06	1,061.47	* 34,536.91
Muscle Shoals, Birm'ham & Pen'cola Ry. Co.	* 212,159.76	* 107,407.13	* 39,699.34	* 147,106.47	* 4,238.64	* 363,504.87
Port St. Joe Dock & Terminal Co.	* 106,845.02	* 10,190.80	* 13,811.28	* 24,002.08		* 130,847.10
Seaboard Air Line Railway Co.	7,398,970.20	9,536,195.95	* 7,707,252.55	1,828,943.40	745,134.78	8,482,778.82
St. Johns River Terminal Co.	* 28,625.59	51,493.54	* 41,508.69	9,984.85	1,572.25	* 17,068.49
Tampa & Gulf Coast Railroad Co.	* 707,073.71	424,307.22	* 282,428.55	141,878.67	* 3,956.58	* 569,151.62
Tampa & Jacksonville Railway Co.	* 232,551.08	6,173.75	* 33,439.49	* 27,265.74	590.29	* 259,226.53
Tampa Northern Railroad Co.	* 873,354.58	4,735.37	* 119,984.36	* 115,226.99	1,534.15	* 987,047.42
Tampa Union Station Co.	29,085.26	8,162.28	10,888.34	2,726.06	842.09	30,969.23
Tavares & Gulf Railroad Co.	* 960,634.04	30,857.91	* 61,892.68	* 30,534.77	514.15	* 991,682.96
The Marianna & Blountstown Railroad Co.	* 147,637.55	25,507.38	* 31,962.50	* 6,455.12	25.45	* 154,067.22
The South Georgia Railway Co.	243,284.91	50,080.98	* 49,203.50	877.48	* 232,241.30	11,921.09
Trans Florida Central Railroad Co.	* 387.42	* 10,321.41		* 10,321.41	2,954.60	* 7,754.23
Totals	\$ 112,595,641.74	\$ 55,487,566.61	\$* 24,098,008.71	\$ 31,389,557.90	\$* 14,831,585.87	\$ 129,153,613.77

\* Indicates debit items.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924  
INCOME ACCOUNT, ENTIRE LINE.

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Uncollectable Railway Revenues	Other Income Debits or Credits	Net Revenue Carried to P. L. Account
Alabama, Florida & Gulf Railroad....	\$ 31,441.76	\$ 36,464.77	* 5,023.01	\$ 2,723.55	.....	* 9,971.25	* 17,717.81
Andalusia, Florida & Gulf Ry.....	35,193.68	25,913.56	9,280.12	3,597.95	.....	* 7,365.52	* 1,683.35
Apalachicola Northern Railroad Co...	311,645.71	241,213.18	70,432.53	21,216.80	264.41	* 113,134.32	* 64,233.00
Atlanta St. Andrews Bay Ry. Co....	273,252.61	201,090.91	72,161.70	21,892.55	132.37	* 76,839.94	* 26,703.16
Atlantic Coast Line Railroad Co....	81,785,921.31	60,335,125.77	21,450,795.54	5,625,900.00	59,234.08	* 3,454,375.67	* 12,312,185.79
B'ham, Colum. & St. Andrews R.R. Co.	28,272.81	30,170.03	* 1,897.22	2,713.32	.....	* 7,968.92	* 12,579.46
Charlotte Harbor & North. Ry. Co...	780,922.42	542,884.94	238,037.48	86,572.35	125.26	* 111,432.82	* 262,772.69
East & West Coast Railway.....	116,173.84	106,191.95	9,981.89	19,525.99	77.52	* 80,466.41	* 90,088.03
Florida Cent. & Gulf Railway Co....	53,309.36	82,986.63	* 29,677.27	14,070.42	.....	* 34,001.35	* 77,749.04
Florida East Coast Railway Co....	20,106,910.24	13,270,095.63	6,836,814.61	1,318,891.69	6,459.84	* 1,993,971.07	* 3,517,492.01
Georgia & Florida Railway.....	1,780,888.88	1,325,692.61	455,196.27	77,064.25	952.32	* 1,007,136.13	* 629,956.43
Georgia, Florida & Alabama Ry. Co...	997,662.54	766,604.36	231,058.18	59,254.29	1,868.77	* 71,046.61	* 98,888.51
Georgia, Southern & Florida Ry. Co.	5,180,128.14	3,611,186.13	1,568,268.01	218,305.26	2,428.43	* 854,742.23	* 492,792.09
Gulf Ports Terminal Ry. Co.....	36,680.75	31,406.52	5,274.23	8,673.91	.....	* 148.85	* 3,250.83
Jacksonville Terminal Co.....	.....	.....	.....	91,372.68	.....	91,372.68	.....
Live Oak, Perry & Gulf Railroad Co.	308,863.32	213,072.38	95,790.94	25,102.81	10.39	* 55,068.05	* 15,609.69
Louisville & Nashville Railroad Co...	135,505,676.86	107,126,897.02	28,378,779.84	6,189,593.77	34,752.23	* 8,152,090.43	* 14,001,943.41
Moore Haven & Clewiston Ry. Co....	41,712.54	36,675.15	5,037.39	3,600.00	159.89	* 12,940.56	* 11,663.06
Muscle Shoals, B'ham & Pens. Ry. Co.	268,943.43	350,286.82	* 81,343.39	24,551.07	1,512,267	* 39,993.34	* 147,106.47
Port St. Joe Dock & Terminal Co....	6,062.19	15,430.92	* 9,368.73	822.07	.....	* 13,811.28	* 24,002.08
Seaboard Air Line Railway Co.....	53,384,173.10	41,387,634.17	11,996,538.93	2,442,535.36	17,807.62	* 7,707,252.55	* 1,828,943.40
St. Johns River Terminal Co.....	553,200.90	441,419.06	111,781.84	60,288.30	.....	* 41,508.69	* 9,984.85
Tampa & Gulf Coast Railroad Co....	1,084,355.77	636,116.85	448,238.92	23,749.63	182.07	* 282,428.55	* 141,878.67
Tampa & Jacksonville Railway Co....	101,615.55	87,231.86	14,383.69	8,209.94	.....	* 33,439.49	* 27,265.74
Tampa Northern Railroad Co.....	243,055.00	206,756.50	36,298.50	31,541.13	.....	* 119,984.36	* 115,226.99
Tampa Union Station Co.....	.....	.....	.....	8,162.28	.....	10,888.34	2,726.06
Tavares & Gulf Railroad Co.....	124,397.98	87,385.63	37,012.35	6,154.44	.....	* 61,392.68	* 30,534.77
The Marianna & Bl'stown R. R. Co.	95,853.35	64,645.97	31,207.38	5,700.00	.....	* 31,962.50	* 6,455.12
The South Georgia Railway Co.....	270,138.08	193,836.85	76,301.23	26,220.25	.....	* 49,203.50	* 877.48
Trans Florida Central R. R. Co.....	13,451.89	29,909.84	* 7,457.95	2,863.46	.....	.....	* 10,321.41
Totals .....	\$303,519,904.01	\$231,476,000.01	\$ 72,043,904.00	\$ 16,430,369.52	\$ 125,967.87	*\$24,098,008.71	\$ 31,389,557.90

(\*) Indicate debits.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUE—ENTIRE LINE.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mall
Alabama, Florida & Gulf Railroad	\$ 29,088.81	\$ 54.02	\$	\$ 1,982.19
Andalusia, Florida & Gulf Railway	32,310.66	998.13		1,668.33
Apalachicola Northern Railroad Co.	224,111.37	43,969.09	202.10	8,507.16
Atlanta & St. Andrews Bay Railway Co.	189,957.68	53,557.11	585.62	10,962.80
Atlantic Coast Line Railroad Co.	57,288,726.36	17,755,592.08	144,055.59	1,281,724.08
Birmingham, Columbus & St. Andrews R. R. Co.	2,205.82	3,132.72	1.40	2,375.00
Charlotte Harbor & Northern Railway Co.	724,139.76	29,905.19	299.57	9,535.02
East & West Coast Railway	90,331.77	18,545.20	114.21	3,143.75
Florida Central & Gulf Railway Co.	52,222.83	53.43		3,143.75
Florida East Coast Railway Co.	11,953,838.25	5,719,549.64	56,848.36	371,619.43
Georgia & Florida Railway	1,443,450.90	234,300.57	1,668.07	35,411.80
Georgia, Florida & Alabama Railway Co.	841,982.01	100,739.77	550.16	16,496.62
Georgia, Southern & Florida Railway Co.	3,373,847.46	1,411,704.89	6,482.05	193,284.62
Gulf Ports Terminal Railway Co.	34,724.85	87.40		
Jacksonville Terminal Co.				
Live Oak, Perry & Gulf Railroad Co.	247,460.24	42,407.43	186.87	4,717.78
Louisville & Nashville Railroad Co.	103,038,587.53	23,846,817.23	205,807.57	2,087,510.71
Moore Haven & Clewiston Railway Co.	34,632.72	3,650.79		948.12
Muscle Shoals, Birmingham & Pensacola Ry. Co.	240,220.76	680.56	1.00	4,983.62
Port St. Joe Dock & Terminal Co.				
Seaboard Air Line Railway Co.	38,293,401.32	9,809,309.13	70,765.19	1,213,019.25
St. Johns River Terminal Co.				
Tampa & Gulf Railroad Co.	832,469.59	122,650.09	1,616.15	6,156.71
Tampa & Jacksonville Railway Co.	93,449.28	3,253.13		1,250.00
Tampa Northern Railroad Co.	151,479.10	10,738.33	17.67	3,022.91
Tampa Union Station Co.				
Tavares & Gulf Railroad Co.	96,539.39	147.28		1,828.68
The Marianna & Blountstown Railroad Co.	89,949.95	1,946.59	15.64	2,658.72
The South Georgia Railway Co.	215,002.72	36,197.36	97.21	8,799.85
Trans Florida Central Railroad Co.	8,560.45	667.03		786.60
Totals	\$219,642,436.08	\$ 50,251,039.19	\$ 489,314.43	\$ 5,272,393.75

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUE—ENTIRE LINE—(Continued)

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Alabama, Florida & Gulf Railroad	\$	\$ 2.00	\$ 315.24	\$ 314.176
Andalusia, Florida & Gulf Railway			316.56	35,193.68
Apalachicola Northern Railroad Co.	15,501.54	2,536.00	16,818.45	311,645.71
Atlanta & St. Andrews Bay Railway Co.	12,883.91	665.55	4,637.94	273,252.61
Atlantic Coast Line Railroad Co.	3,026,193.07	401,189.12	1,888,106.01	81,785,921.31
Birmingham, Columbus & St. Andrews R. R. Co.		633.75	79.12	28,272.81
Charlotte Harbor & Northern Railway Co.	9,689.64	2,662.00	4,691.24	780,922.42
East & West Coast Railway	340.02	22.50	3,676.39	116,173.84
Florida Central & Gulf Railway Co.	510.57	36.00	486.53	53,309.36
Florida East Coast Railway Co.	836,835.39	134,971.21	1,033,197.96	20,106,910.24
Georgia & Florida Railway	26,334.38	8,350.26	31,375.90	1,780,888.88
Georgia, Florida & Alabama Railway Co.	20,812.69	1,987.55	15,093.75	997,662.54
Georgia, Southern & Florida Railway Co.	89,331.47	10,588.50	94,889.15	5,180,128.14
Gulf Ports Terminal Railway Co.		1,868.50		36,680.75
Jacksonville Terminal Co.				
Live Oak, Perry & Gulf Railroad Co.	8,632.98	1,721.78	3,736.24	308,863.32
Louisville & Nashville Railroad Co.	3,186,726.27	870,614.00	2,269,613.55	135,505,676.86
Moore Haven & Clewiston Railway Co.			2,480.91	41,712.54
Muscle Shoals, Birmingham & Pensacola Ry. Co.	151.33	14,777.80	8,128.36	268,943.43
Port St. Joe Dock & Terminal Co.			6,062.19	6,062.19
Seaboard Air Line Railway Co.	2,251,396.47	384,383.32	1,361,898.42	53,384,173.10
St. Johns River Terminal Co.		542,247.00	10,773.90	553,200.90
Tampa & Gulf Railroad Co.	7,753.92	2,357.55	111,351.76	1,084,355.77
Tampa & Jacksonville Railway Co.	1,210.44	1,197.00	1,255.70	101,615.55
Tampa Northern Railroad Co.	1,926.17	63,152.36	12,718.46	243,055.00
Tampa Union Station Co.				
Tavares & Gulf Railroad Co.	661.30		25,221.33	124,397.98
The Marianna & Blountstown Railroad Co.			1,282.45	95,853.35
The South Georgia Railway Co.	3,356.97	1,902.57	4,781.40	270,138.08
Trans Florida Central Railroad Co.		2,880.00	557.81	13,451.89
Totals	\$ 9,500,247.52	\$ 2,450,926.32	\$ 6,913,546.72	\$303,519,904.01



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924—(Continued)  
OPERATING EXPENSES—ENTIRE LINE—(Continued)

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
Alabama, Florida & Gulf Railroad .....	\$ 7,009.28	\$ 11,004.87	\$ 368.06	\$ 12,841.51
Andalusia, Florida & Gulf Railway .....	8,585.39	5,393.55	8,472.24	10,230.69
Apalachicola Northern Railroad Co. ....	69,573.92	51,523.45	7,976.87	81,678.73
Atlanta & St. Andrews Bay Railway Co. ....	51,088.40	33,265.80	6,065.84	93,474.09
Atlantic Coast Line Railroad Co. ....	10,660,589.98	16,833,082.10	1,531,249.23	29,063,108.53
Birmingham, Columbus & St. Andrews R. R. Co. ....	7,882.60	4,642.23	314.16	9,757.64
Charlotte Harbor & Northern Railway Co. ....	140,743.93	137,623.45	17,431.09	185,875.99
East & West Coast Railway .....	46,074.96	8,220.59	1,019.59	44,448.40
Florida Central & Gulf Railway Co. ....	26,184.73	27,907.32	678.90	22,456.74
Florida East Coast Railway .....	2,976,211.96	3,060,187.03	212,656.06	6,478,865.52
Georgia & Florida Railway .....	228,847.53	240,341.65	101,506.20	654,834.77
Georgia, Florida & Alabama Railway Co. ....	242,763.84	133,840.52	30,560.52	303,482.34
Georgia, Southern & Florida Railway Co. ....	808,603.46	658,827.98	115,990.89	1,862,429.34
Gulf Ports Terminal Railway Co. ....	11,620.89	1,359.09	52.00	10,756.92
Jacksonville Terminal Co. ....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co. ....	61,060.06	47,611.23	5,590.20	80,587.25
Louisville & Nashville Railroad Co. ....	19,792,804.39	31,314,165.57	2,765,866.89	49,510,658.33
Moore Haven & Clewiston Railway Co. ....	13,638.95	1,471.22	1,137.40	16,920.64
Muscle Shoals, Birmingham & Pensacola Ry. Co. ....	140,744.25	48,520.84	7,598.02	129,650.97
Port St. Joe Dock & Terminal Co. ....	14,585.84	.....	.....	95.25
Seaboard Air Line Railway Co. ....	7,846,669.99	9,367,208.94	1,713,305.73	19,974,912.28
St. Johns River Terminal Co. ....	60,954.13	52,494.89	.....	323,389.83
Tampa & Gulf Coast Railroad Co. ....	148,848.56	78,576.14	9,100.34	375,639.30
Tampa & Jacksonville Railway Co. ....	32,584.37	7,388.09	2,656.16	32,709.25
Tampa Northern Railroad Co. ....	64,710.23	48,622.45	4,271.43	74,651.37
Tampa Union Station Co. ....	.....	.....	.....	.....
Tavares & Gulf Railroad Co. ....	32,224.06	11,823.32	2,029.78	37,483.40
The Marianna & Blountstown Railroad Co. ....	21,554.92	11,273.79	1,439.28	23,278.84
The South Georgia Railway Co. ....	50,768.33	30,325.70	4,659.06	84,899.01
Trans Florida Central Railroad Co. ....	2,867.78	2,788.12	.....	12,097.47
Totals .....	43,570,236.73	\$ 62,646,740.93	\$ 6,544,370.94	\$109,511,194.65



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
OPERATING EXPENSES—ENTIRE LINE—(Continued)

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Alabama, Florida & Gulf Railroad.....	\$ .....	\$ 4,741.05	\$ .....	\$ 36,464.77
Andalusia, Florida & Gulf Railway.....	.....	856.69	.....	25,913.56
Apalachicola Northern Railroad Co.....	7,565.18	22,895.03	.....	241,213.18
Atlanta & St. Andrews Bay Railway Co.....	.....	17,426.97	230.19	201,090.91
Atlantic Coast Line Railroad Co.....	465,338.27	1,837,373.79	55,616.13	60,335,125.77
Birmingham, Columbus & St. Andrews R. R. Co.....	.....	7,573.40	.....	542,884.94
Charlotte Harbor & Northern Railway Co.....	.....	61,210.48	.....	542,884.94
East & West Coast Railway.....	.....	6,428.41	.....	106,191.95
Florida Central & Gulf Railway Co.....	.....	5,758.94	.....	82,986.63
Florida East Coast Railway.....	224,945.05	431,686.33	114,456.32	13,270,095.63
Georgia & Florida Railway.....	2,792.18	97,370.28	.....	1,325,692.61
Georgia, Florida & Alabama Railway Co.....	.....	56,135.01	177.87	766,604.36
Georgia, Southern & Florida Railway Co.....	37,848.03	128,133.36	3.18	3,611,860.13
Gulf Ports Terminal Railway Co.....	.....	7,617.62	.....	31,406.52
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co.....	.....	18,273.64	.....	213,072.38
Louisville & Nashville Railroad Co.....	677,461.40	3,064,510.43	415,820.99	107,126,897.02
Moore Haven & Clewiston Railway Co.....	.....	3,506.94	.....	36,675.15
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	.....	27,237.04	3,464.30	350,286.82
Port St. Joe Dock & Terminal Co.....	.....	749.83	.....	15,430.92
Seaboard Air Line Railway Co.....	544,133.58	2,004,681.03	63,277.38	41,387,634.17
St. Johns River Terminal Co.....	.....	4,580.21	.....	441,419.06
Tampa & Gulf Coast Railroad Co.....	.....	24,229.52	277.01	636,116.85
Tampa & Jacksonville Railway Co.....	.....	11,893.99	.....	87,531.86
Tampa Northern Railroad Co.....	.....	14,501.02	.....	206,756.50
Tampa Union Station Co.....	.....	.....	.....	.....
Tavares & Gulf Railroad Co.....	.....	3,825.07	.....	87,385.63
The Marianna & Blountstown Railroad Co.....	.....	7,099.14	.....	64,645.97
The South Georgia Railway Co.....	.....	23,244.75	.....	193,836.85
Trans Florida Central Railroad Co.....	.....	3,156.47	.....	20,909.84
Totals.....	\$ 1,960,083.69	\$ 7,896,696.44	\$ 653,323.37	\$ 231,476,000.01

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924—(Continued)  
MILEAGE OPERATED—ENTIRE LINE.

NAME OF ROAD.	Miles of Road	Second Main Track	Mileage of Industrial Tracks	Miles of Yard Track and Sidings	Total
Alabama, Florida & Gulf Railroad.....	28.81	.....	.....	1.33	30.14
Andalusia, Florida & Gulf Railway.....	25.50	.....	.....	2.00	27.50
Apalachicola Northern Railroad Co.....	99.12	.....	.....	9.02	108.14
Atlanta & St. Andrews Bay Railway Co.....	82.00	.....	.....	8.94	90.94
Atlantic Coast Line Railroad Co.....	4,869.55	475.90	125.78	1,168.60	6,639.83
B'ham, Columbus & St. Andrews Bay R. R. Co.	38.00	.....	.....	3.97	41.97
Charlotte Harbor & Northern Railway Co.....	107.59	.....	4.81	23.04	135.44
East & West Coast Railway.....	50.12	.....	.62	3.70	54.44
Florida Central & Gulf Railway Co.....	33.87	.....	8.42	5.98	48.27
Florida East Coast Railway Co.....	763.01	25.16	64.23	196.54	1,048.94
Georgia & Florida Railway.....	406.16	.....	16.02	41.03	463.21
Georgia, Florida & Alabama Railway Co.....	192.86	.....	3.00	22.92	218.78
Georgia, Southern & Florida Railway Co.....	401.74	3.71	21.63	93.02	520.10
Gulf Ports Terminal Railway Co.....	46.36	.....	.....	3.09	49.45
Jacksonville Terminal Co. ....(a)	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co.....	89.19	.....	.....	9.62	98.81
Louisville & Nashville Railroad Co.....	50,440.05	466.94	277.90	2,053.89	7,842.78
Moore Haven & Clewiston Railway Co.....	14.13	.88	.66	3.15	18.82
Muscle Shoals, B'ham & Pensacola Ry. Co.....	147.81	.....	9.79	15.71	173.31
Port St. Joe Dock & Terminal Co.....(a)	.....	.....	.....	.....	.....
Seaboard Air Line Railway Co.....	3,574.69	26.32	253.01	838.67	4,692.69
St. Johns River Terminal Co.....(a)	.....	.....	.....	.....	.....
Tampa & Gulf Coast Railroad Co.....	86.09	1.32	10.77	22.29	120.47
Tampa & Jacksonville Railway Co.....	56.00	.....	.....	2.00	58.00
Tampa Northern Railroad Co.....	64.26	1.32	3.61	9.29	78.48
Tampa Union Station Co.....(a)	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Co.....	37.71	.....	.....	3.18	40.89
The Marianna & Blountstown R. R. Co.....	43.56	.....	.....	.99	44.55
The South Georgia Railway Co.....	81.60	.....	.....	9.41	91.01
Trans Florida Central Railroad Co.....	10.79	.....	.....	2.01	12.80
Totals .....	16,394.57	1,001.55	800.25	4,553.39	22,479.76

(a) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924—(Continued)  
RAIL—LINE OPERATIONS—ENTIRE LINE.

NAME OF ROAD.	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue per Passenger Carried	Total Tons Freight Revenue Hauled	Average Miles per Ton Hauled	Average Revenue per Ton Hauled
Alabama, Florida & Gulf Railroad	90	16.67	\$ .60022	18,653	19.59	\$ 1.55944
Andalusia, Florida & Gulf Railway	1,327	15.22	.75217	37,425	21.61	.86067
Apalachicola Northern Railroad Co.	33,927	33.98	1.29599	129,532	60.95	1.73016
Atlanta & St. Andrews Bay Railway Co.	32,788	33.60	1.63593	121,850	41.46	1.55895
Atlantic Coast Line Railroad Co.	5,628,505	91.01	3.15464	20,734,714	181.51	2.76294
Birmingham, Columbus & St. Andrews Railroad Co.	3,132	19.65	1.00022	19,134	24.02	1.15244
Charlotte Harbor & Northern Railway Co.	26,340	32.06	1.13535	1,043,593	54.06	.69389
East & West Coast Railway	19,079	27.02	.97202	109,359	17.19	.82601
Florida Central & Gulf Railway Co.	56	19.80	.95607	106,904	15.80	.48850
Florida East Coast Railway Co.	1,044,508	147.98	5.47588	3,300,453	220.69	3.62188
Georgia & Florida Railway	204,764	35.60	1.14425	862,672	91.89	1.67323
Georgia, Florida & Alabama Railway Co.	94,586	29.09	1.06506	629,977	90.39	1.33653
Georgia, Southern & Florida Railway Co.	450,410	92.83	3.13427	1,861,024	172.28	1.81290
Gulf Ports Terminal Railway Co.	83	25.45	1.05301	53,943	18.35	.64373
Jacksonville Terminal Co.*						
Live Oak, Perry & Gulf Railroad Co.	65,881	18.39	.64369	208,951	27.53	1.18429
Louisville & Nashville Railroad Co.	12,093,325	58.77	1.97190	51,622,181	217.05	1.99601
Moore Haven & Clewiston Railway Co.	5,291	14.00	.69000	9,981	14.00	3.46986
Muscle Shoals, Birmingham & Pensacola Ry. Co.	874	16.40	.77867	148,000	57.51	1.62311
Port St. Joe Dock & Terminal Co.*						
Seaboard Air Line Railway Co.	3,534,863	78.75	2.77502	15,427,627	180.34	2.48213
St. Johns River Terminal Co.*						
Tampa & Gulf Coast Railroad Co.	75,568	46.00	1.62304	718,115	42.19	1.15924
Tampa & Jacksonville Railway Co.	5,320	21.70	.61149	44,236	20.00	2.11251
Tampa Northern Railroad Co.	9,983	29.90	1.07566	248,713	27.01	.60905
Tampa Union Station Co.*						
Tavares & Gulf Railroad Co.	306	12.85	.48131	39,191	41.42	2.46331
The Marianna & Blountstown Railroad Co.	2,657	14.09	.73000	45,893	34.59	.50060
The South Georgia Railway Co.	45,121	21.29	.80223	181,720	23.00	1.18316
Trans Florida Central Railroad Co.	1,390	10.79	.47988	7,119	10.79	1.22479
Totals	23,380,174	73.47	\$ 2.53424	97,730,960	195.14	\$ 2.24742

\* Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924—(Continued)  
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA.

NAME OF ROAD	Miles of Road Owned—Florida	Investment in Road	Investment in Equipment	Other Investments	Total Investments
Alabama, Florida & Gulf Railroad	9.72	\$ 46,110.33	\$ 3,359.35	\$ .....	\$ 49,469.69
Andalusia, Florida & Gulf Railway	20.00	12,000.00	5,892.28	2,059.43	19,951.71
Apalachicola Northern Railroad Co.	98.68	2,742,972.13	180,977.00	.....	2,923,949.13
Atlanta & St. Andrews Bay Railway Co.	66.00	1,117,129.39	130,525.13	.....	1,247,654.52
Atlantic Coast Line Railroad Co.	1,839.41	56,290,387.30	18,858,127.87	99,820.14	75,248,335.31
Birmingham, Columbus & St. Andrews R. R. Co.	19.25	5,378.27	27,996.54	.....	33,374.81
Charlotte Harbor & Northern Railway Co.	100.73	2,987,411.87	997,305.64	44,778.09	4,029,495.60
East & West Coast Railway	47.84	795,931.67	.....	.....	795,931.67
Florida Central & Gulf Railway Co.	29.54	734,469.15	27,437.39	3,457.99	765,364.53
Florida East Coast Railway Co.	755.82	56,110,543.26	12,653,168.43	216,378.37	68,980,090.06
Georgia & Florida Railway	13.31	146,645.92	30,066.31	10,335.39	187,047.62
Georgia, Florida & Alabama Railway Co.	84.30	1,082,109.24	162,914.10	10,427.21	1,255,450.55
Georgia, Southern & Florida Railway Co.	152.91	3,599,607.87	929,910.53	9.33	4,529,527.73
Gulf Ports Terminal Railway Co.	30.30	218,808.00	18,371.00	11,635.00	248,814.00
Jacksonville Terminal Co.	.....	1,358,343.44	140,938.88	6,866.19	1,506,148.51
Live Oak, Perry & Gulf Railroad Co.	89.19	3,494,206.91	159,326.39	25,867.41	3,679,400.71
Louisville & Nashville Railroad Co.	245.38	6,325,156.31	2,269,525.19	389.46	8,595,070.96
Moore Haven & Clewiston Railway Co.	18.82	192,652.69	.....	8,351.10	201,003.79
Muscle Shoals, Birmingham & Pensacola Ry. Co.	66.78	133,229.20	40,012.27	.....	173,241.47
Port St. Joe Dock & Terminal Co.	.....	1,117,153.43	.....	.....	1,117,153.43
Seaboard Air Line Railway Co.	1,010.79	42,752,443.44	7,948,905.81	164,659.00	50,866,008.25
St. Johns River Terminal Co.	.....	1,372,170.73	31,898.81	17,106.84	1,386,753.70
Tampa & Gulf Coast Railroad Co.	78.27	1,294,520.95	69,324.51	46,923.42	1,410,768.88
Tampa & Jacksonville Railway Co. (a)	56.00	.....	.....	.....	1,183,563.13
Tampa Northern Railroad Co.	61.76	1,816,864.61	165,181.11	.....	1,982,045.72
Tampa Union Station Co.	.....	243,263.61	.....	17,601.10	260,864.71
Tavares & Gulf Railroad Co.	34.32	573,956.32	59,858.91	18,142.72	615,672.51
The Marianna & Blountstown Railroad Co.	28.56	157,919.30	34,714.41	.....	192,633.71
The South Georgia Railway Co.	44.58	307,927.52	61,534.41	.....	369,461.93
Trans Florida Central Railroad Co.	16.04	229,356.66	16,945.72	25,574.50	271,876.88
Totals	5,018.30	\$187,258,669.53	\$ 45,024,009.00	\$ 659,883.57	\$234,126,125.22

\* Indicates debit items.

(a) Not separated as between road and equipment.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUES—STATE OF FLORIDA—(Continued).

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mail
Alabama, Florida & Gulf Railroad	\$ 9,802.76	\$ 18.20	\$ .....	\$ 668.00
Andalusia, Florida & Gulf Railway	27,263.10	962.68	.....	1,668.33
Apalachicola Northern Railroad Co.	224,111.37	43,969.09	202.10	8,507.16
Atlanta & St. Andrews Bay Railway Co.	147,828.52	41,779.39	456.79	8,904.26
Atlantic Coast Line Railroad Co.	15,433,895.97	4,546,124.07	37,706.85	333,262.08
Birmingham, Columbus & St. Andrews R. R. Co.	22,050.82	3,132.72	1.40	2,375.00
Charlotte Harbor & Northern Railway Co.	724,139.76	29,905.19	299.57	9,535.02
East & West Coast Railway	90,331.77	18,545.20	114.91	3,143.75
Florida Central & Gulf Railway Co.	52,222.83	53.43	.....	.....
Florida East Coast Railway	11,953,838.25	5,719,599.64	56,848.36	371,619.43
Georgia & Florida Railway	24,724.84	2,686.58	16.37	1,062.40
Georgia, Florida & Alabama Railway Co.	195,025.12	44,285.33	242.45	7,625.82
Georgia, Southern & Florida Railway Co.	641,031.01	268,223.93	1,231.59	36,724.07
Gulf Ports Terminal Railway Co.	27,499.18	65.55	.....	.....
Jacksonville Terminal Co.	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co.	247,460.24	42,407.43	186.87	4,717.78
Louisville & Nashville Railroad Co.	1,540,319.16	670,145.51	6,111.04	47,521.95
Moore Haven & Clewiston Railway Co.	34,632.72	3,650.79	.....	948.12
Muscle Shoals, Birmingham & Pensacola Ry. Co.	64,962.83	227.87	.31	1,544.92
Port St. Joe Dock & Terminal Co.	.....	.....	.....	.....
Seaboard Air Line Railway Co.	8,338,531.75	2,405,060.55	20,201.42	183,917.56
St. Johns River Terminal Co.	.....	.....	.....	.....
Tampa & Gulf Coast Railroad Co.	832,469.59	122,650.09	1,616.15	6,156.71
Tampa & Jacksonville Railway Co.	93,449.28	3,253.13	.....	1,250.00
Tampa Northern Railroad Co.	151,479.10	10,738.33	17.67	3,022.91
Tampa Union Station Co.	.....	.....	.....	.....
Tavares & Gulf Railroad Co.	96,539.39	147.28	.....	1,828.68
The Marianna & Blountstown Railroad Co.	89,949.95	1,946.59	15.64	2,658.72
The South Georgia Railway Co.	12,268.33	12,663.31	74.81	6,772.34
Trans Florida Central Railroad Co.	8,560.45	667.03	.....	786.60
Totals	\$ 41,133,388.09	\$ 13,992,908.91	\$ 125,343.60	\$ 1,046,221.63



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUES—STATE OF FLORIDA.—(Continued)

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Alabama, Florida & Gulf Railroad.....	\$ .....	\$ .67	\$ 106.24	\$ 10,595.87
Andalusia, Florida & Gulf Railway.....	.....	.....	260.23	30,154.34
Apalachicola Northern Railroad Co.....	15,501.54	2,536.00	16,818.45	311,645.71
Atlanta & St. Andrews Bay Railway Co.....	10,369.59	522.00	3,433.29	213,293.84
Atlantic Coast Line Railroad Co.....	1,140,109.48	118,627.26	706,438.40	22,316,164.11
Birmingham, Columbus & St. Andrews R. R. Co.....	.....	633.75	79.12	28,272.81
Charlotte Harbor & Northern Railway Co.....	9,689.64	2,662.00	4,691.24	780,922.42
East & West Coast Railway.....	340.02	22.50	3,676.39	116,173.84
Florida Central & Gulf Railway Co.....	510.57	36.00	486.53	53,309.36
Florida East Coast Railway.....	836,835.39	134,971.21	1,033,197.96	20,106,910.24
Georgia & Florida Railway.....	799.93	369.00	304.86	29,963.98
Georgia, Florida & Alabama Railway Co.....	9,142.54	765.95	7,866.49	264,953.70
Georgia, Southern & Florida Railway Co.....	16,972.98	2,011.82	18,027.93	984,223.33
Gulf Ports Terminal Railway Co.....	.....	1,868.50	.....	29,433.23
Jacksonville Terminal Co.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co.....	8,632.98	1,721.78	3,736.24	308,863.32
Louisville & Nashville Railroad Co.....	91,016.94	25,925.75	197,580.55	2,578,620.90
Moore Haven & Clewiston Railway Co.....	.....	.....	2,480.91	41,712.54
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	75.67	5,561.31	3,112.81	75,485.72
Port St. Joe Dock & Terminal Co.....	.....	.....	6,062.19	6,062.19
Seaboard Air Line Railway Co.....	643,839.31	126,571.15	481,430.91	12,199,552.67
St. Johns River Terminal Co.....	.....	542,427.00	10,773.90	553,200.90
Tampa & Gulf Coast Railroad Co.....	7,753.92	2,357.55	111,351.76	1,084,855.77
Tampa & Jacksonville Railway Co.....	1,210.44	1,197.00	1,255.70	101,615.55
Tampa Northern Railroad Co.....	1,926.17	63,152.36	12,718.46	243,055.00
Tampa Union Station Co.....	.....	.....	.....	.....
Tavares & Gulf Railroad Co.....	661.30	.....	25,221.33	124,397.98
The Marianna & Blountstown Railroad Co.....	.....	.....	1,282.45	95,853.35
The South Georgia Railway Co.....	2,583.49	984.58	2,486.27	86,833.13
Trans Florida Central Railroad Co.....	.....	2,880.00	557.81	13,451.89
Totals	\$ 2,797,971.90	\$ 1,037,805.14	\$ 2,655,438.42	\$ 62,789,077.69

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924—(Continued).  
OPERATING EXPENSES—STATE OF FLORIDA.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
Alabama, Florida & Gulf Railroad.....	\$ 2,530.63	\$ 3,708.64	\$ 124.04	\$ 4,327.59
Andalusia, Florida & Gulf Railway.....	6,903.19	4,314.83	677.89	8,416.89
Apalachicola Northern Railroad Co.....	69,573.92	51,523.45	7,976.87	81,678.73
Atlanta & St. Andrews Bay Railway Co.....	40,825.27	26,612.67	4,852.67	75,110.79
Atlantic Coast Line Railroad Co.....	2,908,848.58	4,593,074.78	417,816.67	7,930,159.79
Birmingham, Columbus & St. Andrews R. R. Co.....	7,882.60	4,642.23	314.16	9,757.64
Charlotte Harbor & Northern Railway Co.....	140,743.93	137,623.45	17,431.09	185,875.99
East & West Coast Railway.....	46,074.96	8,220.59	1,019.59	44,448.40
Florida Central & Gulf Railway Co.....	26,184.73	27,907.32	678.90	22,456.74
Florida East Coast Railway Co.....	2,976,211.96	3,060,187.03	212,656.06	6,478,865.52
Georgia & Florida Railway.....	9,171.38	4,586.35	2,492.75	14,379.67
Georgia, Florida & Alabama Railway Co.....	95,050.60	43,429.07	11,323.71	113,052.44
Georgia, Southern & Florida Railway Co.....	210,236.90	171,295.27	30,157.63	484,239.49
Gulf Ports Terminal Railway Co.....	9,327.26	1,090.67	43.74	8,670.57
Jacksonville Terminal Co.....				
Live Oak, Perry & Gulf Railroad Co.....	61,060.06	47,611.23	5,590.20	80,537.25
Louisville & Nashville Railroad Co.....	561,599.24	640,675.13	53,348.30	1,286,886.47
Moore Haven & Clewiston Railway Co.....	13,638.95	1,471.22	1,137.40	16,920.64
Muscle Shoals, Birmingham & Pensacola Ry. Co.....	43,630.72	15,041.45	2,355.39	40,191.80
Port St. Joe Dock & Terminal Co.....	14,585.84			95.25
Seaboard Air Line Railway Co.....	1,917,261.47	2,025,549.65	380,329.13	4,662,106.31
St. Johns River Terminal Co.....	60,954.13	52,494.89		323,389.83
Tampa & Gulf Coast Railroad Co.....	148,848.56	78,576.14	9,100.34	375,639.30
Tampa & Jacksonville Railway Co.....	32,584.37	7,388.09	2,656.16	32,709.25
Tampa Northern Railroad Co.....	64,710.23	48,622.45	4,271.43	74,651.37
Tampa Union Station Co.....				
Tavares & Gulf Railroad Co.....	32,224.06	11,823.32	2,029.78	37,483.40
The Marianna & Blountstown Railroad Co.....	21,554.92	11,273.79	1,439.28	23,278.84
The South Georgia Railway Co.....	28,158.89	15,769.31	2,422.55	44,147.50
Trans Florida Central Railroad Co.....	2,867.78	2,788.12		12,097.47
Totals	\$ 9,553,245.13	\$ 11,097,301.14	\$ 1,172,245.73	\$ 22,471,574.93

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924.  
OPERATING EXPENSES—STATE OF FLORIDA.

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Alabama, Florida & Gulf Railroad	\$	\$ 1,597.73	\$	\$ 12,288.63
Andalusia, Florida & Gulf Railway		685.35		20,998.15
Apalachicola Northern Railroad Co.	7,565.18	22,895.03		241,213.18
Atlanta & St. Andrews Bay Railway Co.		13,941.60	230.19	161,112.81
Atlantic Coast Line Railroad Co.	126,972.20	501,345.81	15,175.41	16,463,042.42
Birmingham, Columbus & St. Andrews R. R. Co.		7,573.40		30,170.03
Charlotte Harbor & Northern Railway Co.		61,210.48		542,884.94
East & West Coast Railway		6,428.41		106,191.95
Florida Central & Gulf Railway Co.		5,758.94		82,986.63
Florida East Coast Railway Co.	224,945.05	431,686.33	114,456.32	13,270,095.63
Georgia & Florida Railway	67.45	2,454.18		33,151.78
Georgia, Florida & Alabama Railway Co.		20,732.02	61.97	283,525.87
Georgia, Southern & Florida Railway Co.	9,840.49	33,314.67	.83	939,083.62
Gulf Ports Terminal Railway Co.		6,154.87		25,287.11
Jacksonville Terminal Co.				
Live Oak, Perry & Gulf Railroad Co.		18,273.64		213,072.38
Louisville & Nashville Railroad Co.	46,979.20	79,613.32	2,509.95	2,666,591.71
Moore Haven & Clewiston Railway Co.		3,506.94		36,675.15
Muscle Shoals, Birmingham & Pensacola Ry. Co.		8,443.48	1,073.93	108,588.91
Port St. Joe Dock & Terminal Co.		749.83		15,430.92
Seaboard Air Line Railway Co.	110,198.40	458,033.29	27,726.13	9,525,752.12
St. Johns River Terminal Co.		4,580.21		441,419.06
Tampa & Gulf Coast Railroad Co.		24,229.52	277.01	636,116.85
Tampa & Jacksonville Railway Co.		11,893.99		87,231.86
Tampa Northern Railroad Co.		14,501.02		206,756.50
Tampa Union Station Co.				
Tavares & Gulf Railroad Co.		3,825.07		87,385.63
The Marianna & Blountstown Railroad Co.		7,099.14		64,645.97
The South Georgia Railway Co.		12,097.20		102,595.45
Trans Florida Central Railroad Co.		3,156.47		20,909.84
Totals	\$ 526,567.97	\$ 1,765,781.94	\$ 161,511.74	\$ 46,425,205.10

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1924—(Continued)  
MILEAGE OPERATED (EXCLUSIVE OF YARD TRACK), STATE OF FLORIDA.

NAME OF ROAD.	LINE OWNED.		Lines of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.
	Main Line.	Branches and Spurs.						
Alabama, Florida & Gulf Railroad.....	9.72	.....	.....	.....	.....	.....	9.72	.....
Andalusia, Florida & Gulf Railroad.....	20.00	.....	.....	.....	.....	.....	20.00	.....
Apalachicola Northern Railroad Co.....	95.62	3.06	.....	.....	.....	.44	99.12	.....
Atlanta & St. Andrews Bay Railway Co.....	66.00	.....	.....	.....	.....	.....	66.00	.....
Atlantic Coast Line Railroad Co.....	948.46	812.93	.....	.....	65.89	9.85	1,837.13	4.84
B'ham, Columbus & St. Andrews R. R. Co..	19.25	.....	.....	18.75	.....	.....	38.00	.....
Charlotte Harbor & Northern Ry. Co.....	95.36	5.37	.....	.....	.....	3.16	103.89	.....
East & West Coast Railway.....	47.84	.....	.....	.....	.....	2.28	50.12	.....
Florida Central & Gulf Railway Co.....	29.54	.....	.....	.....	.....	4.33	33.87	.....
Florida East Coast Railway Co.....	522.17	233.65	.....	4.83	.....	2.36	763.01	.....
Georgia & Florida Railway.....	13.31	.....	.....	.....	.....	.....	13.31	.....
Georgia, Florida & Alabama Railway Co...	73.07	11.23	.....	.....	.....	.....	84.30	.....
Georgia, Southern & Florida Railway Co...	152.91	.....	.....	.....	.....	9.45	162.36	.....
Gulf Ports Terminal Railway Co.....	18.00	12.30	.....	.....	.....	.....	30.30	.....
Jacksonville Terminal Co.....(a)	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co.....	72.50	15.19	.....	.....	.....	1.50	89.19	.....
Louisville & Nashville Railroad Co.....	216.68	28.70	.....	.....	.....	.98	246.36	.....
Moore Haven & Clewiston Railway Co.....	14.13	.....	.....	.....	.....	.88	15.01	.....
Muscle Shoals, B'ham & Pensacola Ry. Co..	45.11	4.40	.....	.....	.....	.47	49.98	.....
Port St. oJe Dock & Terminal Co.....(a)	.....	.....	.....	.....	.....	.....	.....	.....
Seaboard Air Line Railway Co.....	969.39	41.40	7.26	.....	1.41	1.95	1,021.41	2.10
St. Johns River Terminal Co.....(a)	.....	.....	.....	.....	.....	.....	.....	.....
Tampa & Gulf Coast Railroad Co.....	76.14	2.13	.....	.....	.....	7.82	86.09	.....
Tampa & Jacksonville Railway Co.....	56.00	.....	.....	.....	.....	.....	56.00	.....
Tampa Northern Railroad Co.....	59.04	2.72	.....	.....	.....	2.50	64.26	.....
Tampa Union Station Co.....(a)	.....	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Co.....	34.32	.....	.....	.....	.....	3.39	37.71	.....
The Marianna & Blountstown Railroad Co..	28.56	.....	.....	.....	.....	15.00	43.56	.....
The South Georgia Railway Co.....	44.58	.....	.....	.....	.....	.....	44.58	.....
Trans Florida Central Railroad Co.....	10.68	.....	.....	.....	.....	.11	10.79	.....
Totals .....	3,738.38	1,173.08	7.26	23.58	67.30	66.47	5,076.07	.....

(a) Not applicable.



**STATISTICS OF RAILROAD COMPANIES.**  
**TOTAL REVENUE FREIGHT CARRIED DURING YEAR 1924—STATE OF FLORIDA.**

NAME OF ROAD	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufacture & Miscellaneous	Merchandise All L. C. L. Freight.	Grand Total
Alabama, Florida & Gulf Railroad .....	2,753	80	2,292	2,549	103	395	8,172
Andalusia, Florida & Gulf Railway .....	419	8	.....	34,850	1,538	610	37,425
Apalachicola Northern Railroad Co. ....	1,439	4,631	2,618	105,451	10,299	5,094	129,532
Atlanta & St. Andrews Bay Railway Co. ....	7,527	167	7,768	69,198	15,364	5,480	105,504
Atlantic Coast Line Railroad Co. ....	1,092,279	147,822	3,692,056	2,519,982	1,804,232	291,842	9,548,213
B'ham, Columbus & St. Andrews Railroad Co. ....	120	.....	3,515	13,346	544	1,609	19,134
Charlotte Harbor & Northern Railway Co. ....	40,291	131	848,791	75,225	72,569	6,536	1,043,593
East & West Coast Railway .....	3,131	8,791	8,534	81,320	4,952	2,631	109,359
Florida Central & Gulf Railway Co. ....	125	.....	34,555	24,809	46,807	608	106,904
Florida East Coast Railway Co. ....	346,723	95,879	1,097,602	616,531	976,712	167,006	3,300,453
Georgia & Florida Railway .....	8,128	110	24,649	24,911	15,452	2,733	75,983
Georgia, Florida & Alabama Railway Co. ....	40,381	7,404	117,081	116,254	147,107	14,412	442,639
Georgia, Southern & Florida Railway Co. ....	157,565	61,376	243,303	220,688	516,404	45,807	1,245,143
Gulf Ports Terminal Railway Co. ....	.....	.....	276	50,982	1,101	1,584	53,943
Jacksonville Terminal Co. .... (a)	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Co. ....	5,520	234	1,895	181,979	8,557	10,766	208,951
Louisville & Nashville Railroad Co. ....	125,492	16,992	320,736	665,921	250,638	77,998	1,457,777
Moore Haven & Clewiston Railway Co. ....	4,456	.....	2,227	976	647	1,675	9,981
Muscle Shoals, Birmingham & Pensacola Railway Co. ....	2,281	40	13,622	51,042	14,348	2,691	84,024
Port St. Joe Dock & Terminal Co. .... (a)	.....	.....	.....	.....	.....	.....	.....
Seaboard Air Line Railway Co. .... (b)	28,212	7,051	1,126,686	866,989	410,708	123,131	2,562,777
St. Johns River Terminal Co. .... (a)	.....	.....	.....	.....	.....	.....	.....
Tampa & Gulf Coast Railroad Co. ....	38,289	1,470	239,160	196,267	227,432	15,497	718,115
Tampa & Jacksonville Railway Co. ....	11,508	336	9,200	13,580	7,220	2,392	44,236
Tampa Northern Railroad Co. ....	2,919	1,018	202,743	22,882	15,927	3,224	248,713
Tampa Union Station Co. .... (a)	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Co. ....	22,624	.....	365	1,565	14,637	.....	39,191
The Marianna & Blountstown Railroad Co. ....	2,906	24	512	33,091	6,908	2,452	45,893
The South Georgia Railway Co. ....	10,489	71	5,159	46,838	766	2,365	72,688
Trans Florida Central Railroad Co. ....	235	.....	1,726	611	3,140	1,407	7,119
Totals .....	1,955,812	353,685	8,007,071	6,037,837	4,581,112	789,945	21,725,462

(a) Not applicable.

(b) Intrastate only.



WRECKS AND ACCIDENTS—1925

CLASSIFICATION OF WRECKS AND ACCIDENTS		Atlantic Coast Line R. R. Co.	Florida East Coast Ry. Co.	Georgia, Florida & Alabama Ry. Co.	Louisville & Nashville R. R. Co.	Seaboard Air Line Ry. Co.	Total.
I. Collisions:	1. Negligence or carelessness of employees..	14	9	.....	1	34	58
	2. Weather conditions .....	.....	.....	.....	.....	.....	.....
	3. Mechanical equipment, signals, etc.....	.....	1	.....	.....	2	3
II. Derailments:	1. Negligence or carelessness of employees..	1	6	.....	.....	37	44
	2. Washouts, etc. ....	.....	.....	.....	.....	1	1
	3. Track defects .....	13	16	.....	.....	21	50
	4. Way and structure defects.....	1	.....	.....	.....	.....	1
	5. Car equipment defects.....	13	10	1	.....	35	59
	6. Engine equipment defects.....	.....	.....	.....	.....	2	2
	7. Not otherwise classified.....	2	4	.....	.....	4	10
III. Explosions:	1. Negligence or carelessness of employees..	.....	.....	.....	.....	.....	.....
	Defective equipment .....	.....	.....	.....	.....	.....	.....
IV. Miscellaneous:	1. Improper loading .....	2	1	.....	.....	.....	3
	2. Animal on track.....	.....	1	.....	.....	.....	1
	3. Other obstructions on track.....	.....	.....	.....	.....	5	5
	4. Criminal intent, tampered switches, etc..	.....	1	.....	.....	.....	.....

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## WRECKS AND ACCIDENTS—1925—(Continued)

CLASSIFICATION OF WRECKS AND ACCIDENTS		Atlantic Coast Line R. R. Co.	Florida East Coast Ry. Co.	Georgia, Florida & Alabama Ry. Co.	Louisville & Louisville R. R. Co.	Seaboard Air Line Ry. Co.	Total.
V. Personal Accidents:	1. Employees on duty.....	5	11	1	1	31	49
	2. Employees off duty.....		1			1	2
	3. Trespassers .....						
	(a) Walking on track, or crossing track.....	11	15			10	36
	(b) At public crossings.....					2	2
	(c) Beating way on train.....	1	1			1	3
	(d) Suicide .....		1				1
	(e) Other causes .....	2	1			3	6
VI. Grade Crossings:	1. Automobile struck .....	24	10	1	1	99	135
	2. Other vehicle struck.....					1	1
Grade Crossing Casualties:							
	Killed .....	22	12		2	6	42
	Wounded .....	33	4			42	79
Other Casualties:							
	Employees killed .....	7	13	1	1	3	25
	Employees wounded .....	24	19	2		49	94
	Others killed .....	5	23			8	36
	Others wounded .....	97	47			43	187
Damage:							
	Track .....	\$ 11,363	\$ 15,441		\$ 5.00	\$ 26,565	\$ 53,374
	Equipment .....	93,220	179,075		691	119,830	392,816

STATISTICS OF BRIDGE COMPANIES—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEET—DECEMBER 31, 1924.  
TAMPA & ST. PETERSBURG RAILWAY COMPANY.

ASSETS	
Investment in Road and Equipment.....	\$4,766,070.07
Demand Loans and Deposits.....	77,953.73
Total Assets .....	\$4,844,023.80
LIABILITIES	
Capital Stock .....	\$2,000,000.00
Open Accounts .....	2,761,070.07
Profit and Loss, Credit Balance.....	82,953.73
Total Liabilities .....	\$4,844,023.80

STATISTICS OF BRIDGE COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUE AND EXPENSES.

Name of Account	Amount
Operating Revenue—Tolls.....	\$85,912.90
Operating Expenses .....	7,959.17
Net Revenue from Operation.....	\$77,953.73
NOTE: The expenses reported above do not contain any charges for depreciation, State or Federal taxes.	

STATISTICS OF BRIDGE COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUES AND EXPENSES—NOVEMBER 18 TO  
DECEMBER 31, 1924.

REVENUES.		
Name of Account	Vehicles	Revenue
Automobiles, Drivers and Passengers.....	81,093	\$76,818.95
Motor Bus, Drivers and Passengers.....	4,076	5,766.60
Motor Trucks, Drivers and Freight.....	3,687	3,114.25
Trailers, Drivers, Passengers and Freight.....		
Miscellaneous, Motorcycles, Bicycles, Teams, Horses and cattle.....	1,191	213.10
Total Revenues .....		\$85,912.90
EXPENSES		
Photographs .....		\$ 129.83
Maps .....		49.05
Miscellaneous .....		835.59
Pay Rolls—Employees .....		4,193.38
Pay Rolls—Officers.....		649.98
Tickets .....		57.60
Advertising .....		1,786.52
Printing .....		24.00
Uniform Expense.....		133.82
Taxes .....		99.40
Total Expenses .....		\$7,959.17

NOTE: No provision made for Federal Income Taxes.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEET—ENTIRE COMPANY.

ASSETS.	American Rail- way Express Company	Southeastern Express Company
Real Property and Equipment.....	\$ 41,345,210.22	\$ 1,297,229.68
Other Investments:		
Bonds .....	11,236,671.11	
Notes .....	15,000.00	
Certificates of Time Deposits.....	619.18	
Purchase Money Chattel Mortgages..	29,870.59	
Cash .....	20,685,548.77	883,842.02
Special Deposits .....	13,810.85	41.50
Loans and Notes Receivable.....	5,311.95	
Traffic Balances Receivable.....	22,958.43	
Net Balances Receivable from Agents and Messengers .....	9,169,936.26	81,869.12
Miscellaneous Accounts Receivable.....	4,011,449.77	36,952.34
Material & Supplies.....	1,929,333.06	7,014.37
Interest, Dividends and Rent Receivable	131,713.92	
Working Fund Advances.....	27,145.00	
Deferred Assets .....	502,259.19	
Unadjusted Debits .....	1,997,007.56	6,524.31
Grand Total .....	\$ 91,123,845.86	\$ 2,313,473.34
LIABILITIES		
Capital Stock Outstanding.....	\$ 34,642,000.00	\$ 1,000,000.00
Loans and Notes Payable.....	2,300,000.00	
Traffic Balances Payable.....	51,623.61	21,114.87
Audited Accounts and Wages Unpaid....	4,850,584.07	220,149.18
Miscellaneous Accounts Payable.....	1,585,800.37	191,899.51
Matured Interest, Dividends and Rents Unpaid .....	340,428.00	
Express Privilege Liabilities.....	17,438,263.33	263,219.91
Estimated Tax Liability .....	978,280.48	12,597.92
Unmatured Interest, Dividends, and Rents Payable .....	46,000.00	35,000.00
Other Current Liabilities.....	29,924.18	
Deferred Liabilities .....	2,696,972.47	
Operating and Insurance Reserves.....	10,227,726.32	50,046.86
Accrued Depreciation—Buildings.....	2,021,756.37	30,415.70
Accrued Depreciation—Equipment.....	11,287,989.01	376,518.49
Other Unadjusted Credits.....	5,334.14	59,664.90
Profit and Loss Balance .....	2,621,163.51	52,846.00
Grand Total .....	\$ 91,123,845.86	\$ 2,313,473.34

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—ENTIRE COMPANY AND STATE OF FLORIDA.

NAME OF ACCOUNT.	American Railway Express Company.		Southeastern Express Company.	
	Entire Company	State of Florida	Entire Company	State of Florida
Land .....	\$ 4,729,249.80	\$ 123,429.72	\$ 11,081.50	\$ .....
Buildings on Land Owned.....	7,871,921.05	91,012.37	27,436.09	.....
Buildings on Land Not Owned.....	2,889,726.51	124,573.98	136,788.99	.....
Improvements to Buildings not Owned.....	392,881.53	1,924.80	60,650.53	1,517.84
Horses .....	1,952,270.89	7,182.24	37,531.96	.....
Automobiles .....	12,850,685.91	192,391.90	765,544.75	18,688.95
Wagons and Sleighs .....	2,064,579.17	11,791.89	57,927.48	401.75
Harness Equipment .....	374,029.25	2,172.48	10,438.56	.....
Office Furniture and Equipment.....	3,057,441.76	49,959.40	82,550.28	96,329
Office Safes .....	446,836.50	6,443.79	25,384.70	492.30
Office Trucks .....	1,998,782.39	38,910.74	66,289.89	1,247.76
Stable Equipment .....	24,521.79	54.99	1,336.50	.....
Garage Equipment .....	363,868.40	6,337.05	698.60	.....
Line Equipment .....	584,628.30	1,266.11	13,569.85	.....
Shop Equipment .....	217,428.03	1,205.42	.....	.....
Miscellaneous .....	607,587.58	.....	.....	.....
Cars .....	918,771.36	.....	.....	.....
Total Real Property and Equipment.....	\$ 41,345,210.22	\$ 658,656.88	\$ 1,297,229.68	\$ 23,311.89



STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
INCOME ACCOUNT—ENTIRE COMPANY.

ITEM.	American Railway Express Co.	Southeastern Express Co.
Operating Income:		
Charges for Transportation.....	\$287,281,415.61	\$ 7,910,389.42
Express Privileges—Debit .....	139,997,383.58	3,754,731.81
Revenue from Transportation .....	\$147,284,032.03	\$ 4,155,657.61
Revenue from Operations other than Transportation .....	3,355,750.92	110,337.14
Total Operating Revenue .....	\$150,639,782.95	\$ 4,265,994.75
Operating Expenses .....	147,446,609.28	4,107,723.12
Net Operating Revenue .....	\$ 3,193,173.67	\$ 163,262.63
Uncollectable Revenue from Trans- portation .....	45,602.61	2,932.67
Express Taxes .....	2,102,103.04	109,000.00
Operating Income .....	\$ 1,045,468.02	\$ 51,329.96
Other Income:		
Rent from Real Property and Equip- ment Used Jointly .....	\$ 635.25	\$ .....
Miscellaneous Rent Income .....	362,815.18	.....
Income from Funded Securities.....	634,038.07	.....
Income from Unfunded Securities and Accounts .....	460,769.33	18,465.68
Total Other Income .....	\$ 1,458,257.83	\$ 18,465.68
Gross Income .....	\$ 2,503,725.85	\$ 69,795.64
Deductions from Gross Income:		
Rent for Real Property and Equipment Used Jointly .....	\$ 1,486.97	.....
Miscellaneous Rents (Cr.) .....	.76	.....
Interest on Unfunded Debt .....	194,740.45	.....
Miscellaneous Income Debits .....	25,500.00	.....
Total Deductions from Gross Income.	\$ 221,726.66	.....
Net Income .....	\$ 2,281,999.19	\$ 69,795.64
Dividend Appropriations of Income....	2,078,520.00	70,000.00
Income Balance Transferred to Profit and Loss (Debit) .....	\$ 203,479.19	\$ 204.36

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY.

ITEM.	American Rail way Express Company	Southeastern Express Company
Balance at Beginning of Year (Credit)...	\$ 2,345,484.41	\$ 52,846.00
Credit Balance Transferred from Income.	203,479.19	.....
Profit on Real Property and Equipment Sold .....	10,469.79	7.50
Unrefundable Overcharges .....	2,009.70	196.86
Miscellaneous Credits .....	71,676.14	.....
Miscellaneous Debits .....	11,955.72	.....
Debit Balance Transferred from Income..	.....	204.36
Credit Balance at December 31, 1924....	\$ 2,621,163.51	\$ 52,846.00

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUE—ENTIRE COMPANY AND STATE OF FLORIDA.

ACCOUNT.	American Railway Express Company.			
	Entire Company.	State of Florida.		
		Intra-state	Inter-state	Total.
Transportation :				
Express, Domestic .....	\$287,278,763.26	.....	.....	.....
Express, Foreign .....	.....	.....	.....	.....
Miscellaneous .....	2,652.35	.....	.....	.....
Total Transportation .....	\$287,281,415.61	\$ 1,689,717.46	\$ 3,220,441.59	\$ 4,910,159.05
Contract Payments:				
Express Privileges—Debit .....	139,997,383.58	823,562.15	1,569,609.48	2,393,171.63
Revenue from Transportation .....	\$147,284,032.03	\$ 866,155.31	\$ 1,650,832.11	\$ 2,516,987.42
Operations Other than Transportation :				
Custom Brokerage Fees .....	\$ 206,488.06	.....	.....	.....
Order and Commission .....	4,701.03	.....	.....	.....
Rents of Buildings and Other Property .....	179,312.70	.....	.....	.....
C. O. D. Checks .....	2,323,002.61	.....	.....	.....
Profit and Exchange and other Financial Revenue .....	3,879.09	.....	.....	.....
Miscellaneous .....	638,367.43	.....	.....	.....
Money Orders .....	.....	.....	.....	.....
Total Other than Transportation .....	\$ 3,355,750.92	\$ 17,737.83	\$ 33,159.24	\$ 50,927.07
Grand Total Operating Revenues .....	\$150,639,782.85	\$ 883,923.14	\$ 1,683,991.35	\$ 2,567,914.49
	Number	Amount		
Intrastate Shipments Received .....	1,182,956	\$ 1,689,717.46	.....	.....
Interstate Shipments Received Through Charges .....	1,356,679	3,799,865.74	.....	.....
Number of Express Offices in Florida Joint with Railroads .....	357	.....	.....	.....
All Others .....	96	.....	.....	.....

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUE—ENTIRE COMPANY AND STATE OF FLORIDA.

ACCOUNT.	Southeastern Express Company			
	Entire Company	State of Florida		
		Intrastate	Interstate	Total
Transportation:				
Express, Domestic .....	\$ 7,903,288.43	\$ 11,667.73	\$ 85,062.15	\$ 96,729.88
Express, Foreign .....				
Miscellaneous .....	7,100.99			
Total Transportation .....	\$ 7,910,389.42	\$ 11,667.73	\$ 85,062.15	\$ 96,729.88
Contract Payments:				
Express Privileges—Debit .....	3,754,731.81	5,542.17	40,404.52	45,946.69
Revenue from Transportation .....	\$ 4,155,657.61	\$ 6,125.56	\$ 44,657.63	\$ 50,783.19
Operations Other than Transportation:				
Custom Brokerage Fees .....	\$ 33.81	\$ .05	\$ .36	\$ .41
Order and Commission .....	1.90	.01	.01	.02
Rents of Buildings and Other Property .....	39,900.00	5.80	4,288	48.68
C. O. D. Checks .....	98,030.18	881.38		881.38
Profit and Exchange and other Financial Revenue .....				
Miscellaneous .....	17.53			
Money Orders .....	8,263.72	81.80		81.80
Total Other than Transportation .....	\$ 110,337.14	\$ 969.13	\$ 43.25	\$ 1,012.38
Grand Total Operating Revenues .....	\$ 4,265,994.75	\$ 7,094.69	\$ 44,700.88	\$ 51,795.57
	Number	Amount		
Intrastate Shipments Forwarded .....	12,412	\$ 11,667.73		
Interstate Shipments Forwarded and Received .....	89,428	85,062.15		
Number of Express Offices in Florida Joint with Railroads .....	22			
All Others .....	5			

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1924.  
OPERATING EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA.

9—R. R. Com.

ACCOUNTS	American Railway Express Co.		Southeastern Express Co.	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance Expenses .....	\$ 7,932,827.69	\$ 131,177.02	\$ 277,085.27	\$ 3,380.42
Traffic Expenses .....	298,470.68	5,103.85	32,439.29	395.75
Transportation Expenses .....	130,475,536.78	2,231,136.82	3,538,389.22	43,168.31
General Expenses .....	8,739,774.13	149,450.14	254,818.34	3,120.98
Total Operating Expenses.....	\$147,446,609.28	\$ 2,516,867.83	\$ 4,102,732.12	\$ 50,065.46
Ratio of Operating Expenses to Operating Revenue, %.....	97.88	98.01	96.17	96.17

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR  
YEAR 1924.  
GENERAL BALANCE SHEET—ENTIRE LINE.

	The Pullman Company.
ASSETS	Balance at Dec. 31, 1924
Investment in Sleeping Car Property.....	\$178,855,247.43
Miscellaneous Physical Property.....	5,021.41
Investments in Stocks.....	37,413,217.15
Investments in Bonds.....	39,398,224.88
Investment in Securities Issued, Assumed, or Otherwise Carried as a Liability of the Accounting Company.....	1,474,436.41
Cash.....	3,344,372.81
Loans and Bills Receivable.....	9,561.47
Net Balances Receivable from Receiving Cashiers and Ticket Agents.....	1,423,269.21
Miscellaneous Accounts Receivable.....	1,499,356.71
Material and Supplies.....	4,429,460.55
Interest and Dividends Receivable.....	266,154.47
Other Current Assets.....	222,004.55
Working Fund Advances.....	21,420.00
Insurance and Other Funds.....	1,827,917.82
Other Deferred Assets.....	3,463.06
Rents and Insurance Premiums Paid in Advance.....	47,253.47
Other Unadjusted Debits.....	39,258,800.53
<b>Grand Total</b> .....	<b>\$309,499,181.93</b>
LIABILITIES	
Capital Stock.....	\$135,000,000.00
Premium on Capital Stock.....	9,397.68
Wages Payable.....	1,304,506.80
Miscellaneous Accounts Payable.....	5,394,152.23
Dividends Matured Unpaid.....	25,588.00
Unmatured Dividends Declared.....	1,789,822.67
Other Current Liabilities.....	1,149,404.75
Liability for Provident Funds.....	1,010,625.01
Other Deferred Liabilities.....	616.00
Tax Liability.....	3,553,944.17
Insurance and Casualty Reserves.....	975,723.16
Operating Reserves.....	84,443.84
Accrued Depreciation—Equipment.....	77,416,183.61
Accrued Depreciation—Buildings, Appurtenances and Grounds.....	1,473,156.03
Other Unadjusted Credits.....	49,723,903.55
Appropriated Surplus not Specifically Invested.....	4,004,917.10
Profit and Loss, Credit Balance.....	26,582,797.33
<b>Grand Total</b> .....	<b>\$309,499,181.93</b>



STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR  
YEAR 1924.  
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND  
STATE OF FLORIDA.

NAME OF ACCOUNT	Pullman Company	
	Entire Company	State of Florida
Standard Sleeping Car Berth Revenue	\$68,461,829.09	
Tourist Sleeping Car Berth Revenue	1,978,469.61	
Standard Sleeping Car Seat Revenue	2,754,201.72	
Tourist Sleeping Car Seat Revenue	3,931.86	
Parlor Car Seat Revenue	6,776,038.97	
Composite Car Seat Revenue	76,346.09	
Charter of Standard Sleeping Car—per diem rates	569,379.53	
Charter of Standard Sleeping Cars—berth rates	20,123.97	
Charter of Tourist Sleeping Cars—per diem rates	35,618.99	
Charter of Private Cars—per diem rates	221,438.18	
Charter of Other Cars to Other than Carriers—per diem rates	5,160.73	
Charter of Other Cars—Berth or Seat Rates	3,744.22	
Charter of Other Cars to Carriers—other rates	88,821.44	
Miscellaneous Revenue	145,187.72	
Car Mileage Revenue	692,886.94	
Contract Revenue—Debit	9,075,342.74	
Total Revenues	\$72,757,836.32	\$ 674,712.96
OPERATING EXPENSES		
Maintenance Expenses	\$28,738,551.10	\$ 266,533.34
Conducting Car Operations	30,022,661.79	278,417.36
General Expenses	2,847,983.02	26,396.23
Taxes	3,430,349.94	78,258.11
Total Expenses and Taxes	\$65,039,545.85	\$ 649,605.04
Ratio Expenses to Revenue—per cent	89.39	84.68

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1924—(Continued)  
OPERATING AND STATISTICAL STATEMENT—ENTIRE LINE.

	Number of Revenue Passengers			No. of Non- Revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berth	Seat	Total				Berth	Seat
Contract operations.								
Standard Sleeping Cars	20,674,098	3,676,990	24,351,088	553,024	794,079,210	2,256,773	\$ 3.31	\$ .75
Tourist Sleeping Cars	745,541	6,493	752,034	8,102	46,920,166	112,915	2.65	.61
Parlor Cars		8,843,457	8,843,457	70,477	82,385,662	355,666		.77
Composite Cars		139,177	139,177	2,116	18,535,632	59,109		.55
Miscellaneous Cars					1,413,805	5,954		
Total Contract Operations	21,419,639	12,666,117	34,085,756	633,719	943,334,475	2,781,417	\$ 3.29	\$ .76
						Dollars	Cents	Mills
Sleeping Car Operating Revenue						\$72,757,836.32		
Revenue per Car-Mile							.07	713
Revenue per Car-Day						26.00	.15	855
Sleeping Car Operating Expenses						61,609,195.91		
Expenses per Car-Mile							.06	531
Expenses per Car-Day						22.00	.15	029
Net Revenue						11,148,640.41		
Net Revenue per Car-Mile							.01	182
Net Revenue per Car-Day						4.00	.00	826
								Amount
Average Number of Car-Miles per Car-Day								339.16
Average Number of Car-Miles per Mile of Trackage Operated Over								7,196.00
Average Capacity per Car (Passenger):								
Standard Sleeping Cars, Berth								26.88
Tourist Sleeping Cars, Berth								31.69
Parlor Cars, Seats								28.86
Composite Cars, Seats								28.66
Average Cost per Car of New Cars Placed in Service During the Year							\$	30,972.64
Steel Cars								
Other Than Steel Cars (None)								
Average Weight per Car Equipped for Service:								
Steel Cars, Pounds								151,400
Other Than Steel Cars, Pounds								113,000

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEET.

ASSETS	City of St. Peters- burg	Jacksonville Traction Company	Key West Electric Company	Miami Beach Electric Company	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Road and Equipment .....	\$ 448,982.51	\$ 5,380,764.71	\$ 1,734,934.76	\$ 281,874.70	\$ 2,868,489.00	\$ 169,554.38	\$ 6,892,652.00
Sinking Funds .....		140.74	170.89		.42		402.23
Miscellaneous Physical Property .....						639,648.03	
Investments in Affiliated Companies:							
Stocks .....					50,000.00		406,667.03
Bonds .....					278,000.00		
Other Investments:							
Stocks .....			1.00		2.00		2.00
Bonds .....							100.00
Cash .....	3,893.76	107,948.37	49,499.04	11,113.33	58,127.86	1,966.41	598,564.67
Special Deposits .....				500.00			
Loans and Notes Receivable .....		48,289.03			1.00		23,700.83
Miscellaneous Accounts Receivable .....		101,914.82	45,469.89	4,719.53	70,715.66	90,116.70	234,195.95
Material and Supplies .....	26,921.12	85,738.50	24,832.89	13,329.95	51,723.58	10,567.41	195,865.97
Interest, Dividends and Rents Receivable .....							6,026.00
Other Current Assets .....					600.00	850.00	47,719.16
Other Deferred Assets .....				275.00			
Rents and Insurance Premiums Paid in Advance .....		6,517.22	1,834.51	795.72	1,922.50	1,400.72	13,165.74
Discount on Funded Debt .....		10,253.25	37,318.19		1,302.00		
Other Unadjusted Debits .....				30,385.71	1,498.40		10,208.36
Grand Total .....	\$ 479,797.39	\$ 5,741,566.64	\$ 1,894,061.17	\$ 342,993.94	\$ 3,382,382.42	\$ 914,103.65	\$ 8,429,269.94
LIABILITIES							
Capital Stock .....	\$	\$ 1,500,000.00	\$ 850,000.00	\$ 100,000.00	\$ 1,100,000.00	\$ 350,000.00	\$ 4,951,300.00
Premium on Capital Stock .....							1,790.00
Funded Debt Unmatured .....	\$ 395,000.00	2,301,052.08	565,000.00	100,000.00	1,129,174.38	190,000.00	907,500.00
Receiver's Certificates .....		30,000.00					
Non-negotiable Debt to Affiliated Companies:							
Open Accounts .....				67,212.38			
Loans and Notes Payable .....	15,000.00	303,000.00		20,000.00	290,000.00	14,782.16	
Audited Accounts and Wages Payable .....		117,977.24	943.72	19,675.80	30,810.00		61,554.39
Miscellaneous Accounts Payable .....		26,952.67					
Matured Interest, Dividends & Rents Unpaid .....		398,186.53			183,681.72		
Matured Funded Debt Unpaid .....		750,000.00			281,900.00		
Accrued Interest, Dividends & Rents Payable .....		25,967.00	11,770.83	6,853.61	23,104.16	3,519.82	6,172.48
Other Current Liabilities .....		8,075.00		1,103.56			
Other Deferred Liabilities .....		481.95	7,705.47		25,275.05	8,533.14	71,251.51
Tax Liability .....				10,227.00		5,235.14	
Operating Reserves .....		9,400.46	7,274.49	1,450.00	1,983.70	2,822.09	58,108.05
Accrued Depreciation—Road and Equipment .....	80,693.56	395,390.18		12,841.36		183,287.27	
Other Unadjusted Credits .....		19,500.42	210.73	567.10	6,543.12		5,434.45
Appropriated Surplus .....			155,609.10		262,422.05		773,038.57
Profit and Loss, Credit Balance .....	10,896.17	125,615.97	295,546.83	3,063.13	47,488.24	155,924.03	1,593,120.49
Grand Total .....	\$ 479,797.39	\$ 5,741,566.64	\$ 1,894,061.17	\$ 342,993.94	\$ 3,382,382.42	\$ 914,103.65	\$ 8,429,269.94

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1924.  
INCOME STATEMENT FOR THE YEAR.

ITEM	City of St. Peters- burg	Jacksonville Traction Company	Key West Electric Company	The Miami Beach Rail- way Co.	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Railway Operating Revenues .....	\$ 240,669.06	\$1,100,183.32	\$ 61,547.42	\$ 225,854.90	\$ 138,276.78	\$ 10,337.28	\$ 791,819.85
Railway Operating Expenses .....	216,747.60	682,598.63	57,470.40	158,598.63	132,918.16	29,592.59	549,449.79
Net Revenue—Railway Operations .....	\$ 23,921.46	\$ 417,584.69	\$ 4,077.02	\$ 67,256.27	\$ 5,358.62	\$* 19,255.31	\$ 242,370.06
Auxiliary Operations—Revenues .....			\$ 179,587.06		\$ 341,678.83	\$ 207,104.98	\$ 1,306,387.99
Auxiliary Operations—Expenses .....			72,253.17		164,360.90	112,446.02	460,320.10
Net Revenue—Auxiliary Operations .....			\$ 107,333.89		\$ 177,317.93	\$ 94,658.96	\$ 846,067.89
Net Operating Revenue .....	\$ 23,921.46	\$ 417,584.69	\$ 111,410.91	\$ 67,256.27	\$ 182,676.55	\$ 75,403.65	\$ 1,088,437.95
Taxes Assignable to Railway Operations .....		95,918.65	16,239.13	10,670.18	31,498.47	9,743.94	183,667.29
Operating Income .....	\$ 23,921.46	\$ 321,666.04	\$ 95,171.78	\$ 56,586.09	\$ 151,178.08	\$ 65,659.71	\$ 904,770.66
Nonoperating Income							
Miscellaneous Rents Income .....	\$ .	\$ 381.00	\$ .	\$ .	\$ .	\$ .	\$ 50.00
Income from Funded Securities .....							12.00
Income—Unfunded Securities & Accounts .....			590.83				25,559.65
Income—Sinking Fund & Other Reserves .....		1.80	17.88				37.88
Miscellaneous Income .....	† 8,871.37	910.41	3.95		23.67		
Total Nonoperating Income .....	\$ 8,871.37	\$ 1,293.21	\$ 612.66	\$ .	\$ 23.67	\$ .	\$ 25,659.53
Gross Income .....	\$ 32,792.83	\$ 322,959.25	\$ 95,784.44	\$ 56,586.09	\$ 151,201.75	\$ 65,659.71	\$ 930,430.19
Deductions from Income							
Rent for Leased Roads .....	\$ .	\$ 5,982.49	\$ .	\$ 10,943.23	\$ .	\$ .	\$ .
Interest on Funded Debt .....	14,475.00	† 118,367.41	28,454.16	13,333.34	† 57,389.12	9,350.00	46,348.95
Interest on Unfunded Debt .....	450.00	2,839.92	360.63		773.14	1,232.76	3,429.14
Amortization of Discount on Funded Debt .....		3,381.00	1,193.51				411.06
Miscellaneous Debits .....	\$ 12,000.00	1,284.28	365.50		938.50		
Total Deductions from Gross Income .....	\$ 26,925.00	\$ 131,854.10	\$ 30,373.80	\$ 24,276.57	\$ 59,100.76	\$ 10,582.76	\$ 50,189.15
Income Balance Transferred to Profit and Loss .....	\$ 5,867.83	\$ 191,105.15	\$ 65,410.64	\$ 32,309.52	\$ 92,100.99	\$ 55,076.95	\$ 880,241.04

\* Loss.

† Does not include interest on obligations of the Company not taken over by Receiver amounting to \$66,504.55.

‡ Interest amounting to \$37,299.61 not included but amount charged to P. & L.

§ Includes \$1,761.91 release of premiums on funded debt.

¶ Contribution to General Sinking Fund of City.

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1924.  
RAILWAY OPERATING REVENUES AND EXPENSES.

RAILWAY OPERATING REVENUES	City of St. Peters- burg	Jackson- ville Traction Co.	Key West Electric Company	The Miami Beach Rail- way Co.	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Passenger Revenue .....	\$ 237,914.70	\$1,090,729.75	\$ 61,176.84	\$ 223,705.90	\$ 114,550.10	\$ 10,177.16	\$ 786,568.20
Parlor, Sleeping, Dining and Special Car Revenue .....		3,545.90	52.00		217.00		800.85
Mail Revenue .....	308.71				542.44		
Freight Revenue .....					18,036.47		
Total Revenue from Transportation .....	\$ 238,223.41	\$1,094,275.65	\$ 61,228.84	\$ 223,705.90	\$ 133,346.01	\$ 10,177.16	\$ 787,369.05
Station and Car Privileges .....	\$ 847.81	\$ 4,375.74	\$ 250.08	\$ 2,125.00	\$ 880.94		\$ 4,178.93
Rent of Tracks and Facilities .....	998.81				4,048.78		
Rent of Equipment .....							36.00
Rent of Buildings and Other Property .....	150.00	858.88	12.75				5.23
Power .....		673.05					
Miscellaneous .....	449.03		55.75	24.00	1.05	160.12	230.64
Total Revenue from Other Railway Operations .....	\$ 2,445.65	\$ 5,907.67	\$ 318.58	\$ 2,149.00	\$ 4,930.77	\$ 160.12	\$ 4,450.80
Total Operating Revenues .....	\$ 240,669.06	\$1,100,183.32	\$ 61,547.42	\$ 225,854.90	\$ 138,276.78	\$ 10,337.28	\$ 791,819.85
RAILWAY OPERATING EXPENSES							
Way. and Structures .....	\$ 40,785.61	\$ 51,236.65	\$ 2,813.45	\$ 19,021.35	\$ 14,396.45	\$ 6,296.38	\$ 49,697.38
Equipment .....	33,635.49	61,864.19	4,208.95	17,167.84	11,401.10	2,879.45	62,384.50
Power .....	45,901.98	88,057.46	6,588.81	47,524.61	14,757.95	3,532.80	56,727.85
Conducting Transportation .....	76,064.46	291,240.04	25,558.17	56,238.18	59,739.29	10,320.25	248,914.85
Traffic .....	70.41	5,036.99	140.29	28.07	2,121.09	317.50	7,064.64
General and Miscellaneous .....	20,289.65	185,163.30	18,160.73	18,618.58	30,502.28	6,246.21	124,660.57
Total Operating Expenses .....	\$ 216,747.60	\$ 682,598.63	\$ 57,470.40	\$ 158,598.63	\$ 132,918.16	\$ 29,592.59	\$ 549,449.79
Operating Ratio, per cent. ....	90.06	62.04	93.38	70.22	96.12	286.27	69.39



STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1924.  
ROAD OPERATED AT CLOSE OF YEAR.

NAME OF COMPANY	Miles of Road	Miles of Second Main Track	Miles of Sidings and Turnouts	Miles of Track in Carhouse	Total
City of St. Petersburg .....	28.00				28.00
Jacksonville Traction Co. ....	45.742	16.404	4.716	1.018	67.880
Key West Electric Co. ....	4.51		.44	.15	5.10
The Miami Beach Railway Co. . .	14.05			.40	14.45
Pensacola Electric Co. ....	20.82	1.30	2.40	.59	25.11
St. Johns Electric Co. ....	6.105				6.105
Tampa Electric Co. ....	47.46	2.25	5.00	.96	55.67

STATISTICS OF ELECTRIC RAILWAYS—CALENDAR YEAR 1924.  
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

ITEM	City of St. Peters- burg	Jackson- ville Trac- tion Co.	Key West Electric Company	The Miami Beach Rail- way Co.	Pensacola Electric Company	St. Johns Electric Company	Tampa Electric Company
Passenger Car Miles	1,344,087	3,296,663	286,988	731,380	672,303	100,988	3,342,740
Freight, Mail and Express Car-Mileage					12,633		
Passenger Car Hours	156,014	400,108	31,826	101,890	81,345	13,613	366,852
Freight, Mail and Express Car-Hours					2,921		
Regular Fare Passengers Carried	5,424,137	15,960,785	1,249,171	4,029,973	1,435,282	134,154	16,009,063
Revenue Transfer Passengers Carried						12,347	
Free Transfer Passengers Carried		3,000,252	230,404		221,456		3,309,695
Employees and Others Carried Free	6,759	105,284	21,032		48,792	540	114,506
Average Fare, Revenue Passenger	\$ .043862	\$ .068338	\$ .04897	\$ .05550	\$ .07981	\$ .06946	\$ .04913
Average Fare, All Passengers	.043862	.057525	.04135		.06914	.06946	.04072
Revenue from Transportation per Car-Mile	.177238	.331934	.21335	.30585	.19468	.10077	.23555
Revenue from Transportation per Car-Hour	1.526936	2.734950	1.92386	2.19566	1.58245	.74660	2.14629
Operating Revenue, per Car-Mile	.179058	.333726	.21446	.30879	.20188	.10236	.23688
Operating Revenue, per Car-Hour	1.542612	2.749715	1.93387	2.21665	1.64095	.75937	2.15842
Operating Expenses per Car-Mile	.161260	.207057	.20025	.21685	.19406	.29303	.16437
Operating Expenses, per Car-Hour	1.389283	1.706036	1.80577	1.55656	1.57736	2.17384	1.49774

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEET—ENTIRE LINE.

NAME OF ACCOUNT.	Adams Boat Line	Caloosa- hatchee River Steamboat Company	Clyde Steamship Company	Home Transporta- tion Line	Fort Myers Steamship Company	Kinzie Brothers Steamer Line
<b>ASSETS</b>						
Investment in Real Property and Equipment . . . . .	\$ 98,837.82	\$ 11,450.73	\$10,399,761.97	\$ 6,000.00	\$108,228.34	\$ 40,202.67
Reserve for Accrued Depreciation—Credit . . . . .	10,543.23		3,786,154.97		5,047.97	3,179.57
Other Investments, Securities and Miscellaneous . . . . .		5,500.00	2,076,322.06		26,273.90	
Working Assets and Accrued Income . . . . .	9,049.47	9,223.40	2,562,027.57	1,997.65	4,577.27	14,590.43
Deferred Debit Items—Miscellaneous . . . . .			642,587.11	275.00	2,819.26	50.00
<b>Total Assets . . . . .</b>	<b>\$ 97,344.06</b>	<b>\$ 26,174.13</b>	<b>\$11,894,543.74</b>	<b>\$ 8,272.65</b>	<b>\$136,850.80</b>	<b>\$ 51,663.53</b>
<b>LIABILITIES</b>						
Capital Stock . . . . .	\$ 92,100.00	\$ 16,000.00	\$ 7,000,000.00	\$ †6,712.65	\$ 61,060.00	\$ 35,973.00
Funded Debt . . . . .			2,032,000.00			
Working and Accrued Liabilities . . . . .	11,641.36	10,964.66	1,311,685.10	1,560.00	66,702.51	6,567.25
Deferred Credit Items . . . . .			750,955.39		581.13	
Appropriated Surplus . . . . .	3,686.86		228,353.58			
Profit and Loss Balance . . . . .	* 10,084.16	* 790.53	571,549.67		8,507.16	9,123.28
<b>Total Liabilities . . . . .</b>	<b>\$ 97,344.06</b>	<b>\$ 26,174.13</b>	<b>\$11,894,543.74</b>	<b>\$ 8,272.65</b>	<b>\$136,850.80</b>	<b>\$ 51,663.53</b>

Note: Report not received from the Columbus & Gulf Navigation Company.

† Proprietor's account.

\* Indicates debit item.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEET—ENTIRE LINE (Continued)

NAME OF ACCOUNT.	Palatka-Jacksonville Steamboat Company	Pensacola, St. Andrews & Gulf Steamship Co.	Tampa-St. Petersburg Transportation Co.	Thronateeska Navigation Co.	Total
<b>ASSETS</b>					
Investment in Real Property and Equipment . . . .	\$ 14,700.00	\$ 37,919.43	\$ 97,794.32	\$ 4,859.55	\$ 10,819,754.83
Reserve for Accrued Depreciation—Credit . . . . .		17,027.25	12,763.08	1,100.00	3,835,316.07
Other Investments, Securities and Miscellaneous . . . .	175.00				2,108,270.96
Working Assets and Accrued Income . . . . .	712.00	25,825.44	20,377.37	1,491.08	2,649,871.68
Deferred Debit Items—Miscellaneous . . . . .		25.00	6,647.78		652,404.15
<b>Total Assets</b> . . . . .	<b>\$ 15,587.00</b>	<b>\$ 46,742.62</b>	<b>\$ 112,056.39</b>	<b>\$ 5,250.63</b>	<b>\$ 12,394,485.55</b>
<b>LIABILITIES</b>					
Capital Stock . . . . .	\$ 19,600.00	\$ 25,000.00	\$ 25,000.00	\$ 5,500.00	\$ 7,286,945.65
Funded Debt . . . . .			75,000.00		2,107,000.00
Working and Accrued Liabilities . . . . .	14,952.55	4,203.16	90,766.97		1,519,043.56
Deferred Credit Items . . . . .					751,536.52
Appropriated Surplus . . . . .		8,000.00			240,040.44
Profit and Loss Balance . . . . .	* 18,965.55	9,539.46	* 78,710.58	249.37	489,919.38
<b>Total Liabilities</b> . . . . .	<b>\$ 15,587.00</b>	<b>\$ 46,742.62</b>	<b>\$ 112,056.39</b>	<b>\$ 5,250.63</b>	<b>\$ 12,394,485.55</b>

(\*) Indicates debit items.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1924 (Continued).  
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES.

NAME OF ACCOUNT	Adams Boat Line	Caloosa- hatchee Steamboat Company	Clyde Steamship Company	Home Transporta- tion Line	Fort Myers Steamship Company
Freight Revenue .....	\$ 43,545.71	\$ 31,899.15	\$ 6,829,548.85	\$ 34,831.27	\$ 58,134.88
Passenger Revenue .....	37,368.57		2,040,996.08		351.00
Other Transportation Revenue .....	380.37		466,535.75		
Other Than Transportation Revenue .....		165.00	117,712.13		3,004.16
Charter Revenue .....		981.22	112,856.22		
Total Revenue .....	\$ 81,294.65	\$ 33,045.37	\$ 9,567,649.03	\$ 34,831.27	\$ 61,490.04
Maintenance of Equipment .....	\$ 10,044.71	\$ 3,926.45	\$ 1,115,921.59	\$ 2,969.90	\$ 7,111.76
Maintenance of Terminals .....		12.14	136,877.88		234.15
Traffic Expenses .....	4,402.19	726.60	285,345.11	278.00	854.95
Transportation Expenses .....	64,253.16	18,388.64	5,974,805.81	18,964.75	31,835.85
General Expenses .....	2,156.23	8,262.48	474,246.83	9,576.00	9,281.63
Charter Expenses .....			102,514.83	306.75	
Total Expenses .....	\$ 80,856.29	\$ 31,316.31	\$ 8,089,712.05	\$ 32,095.40	\$ 49,318.34
Net Operating Revenue .....	\$ 438.36	\$ 1,729.06	\$ 1,477,936.98	\$ 2,735.87	\$ 12,171.70
Taxes .....	1,847.81	175.00	56,823.86	225.00	700.00
Total Water Line Income .....	\$* 1,409.45	\$ 1,554.06	\$ 1,421,113.12	\$ 2,510.87	\$ 11,471.70
Other Income .....			63,669.05		80.00
Gross Income .....	\$* 1,409.45	\$ 1,554.06	\$ 1,484,782.17	\$ 2,510.87	\$ 11,551.70
Interest and Other Deductions .....		170.80	482,450.35	2,510.87	5,834.79
Profit and Loss Balance .....	\$* 1,409.45	\$ 1,383.26	\$ 1,002,331.82		\$ 5,716.91
PROFIT AND LOSS ACCOUNT					
Balance from December 31, 1923 .....	\$* 467.51	\$* 1,173.79	\$* 89,067.16		\$ 7,345.40
Current Profit and Loss, Year 1924 .....	* 1,409.45	1,383.26	1,002,331.82		5,716.91
Miscellaneous Credits .....			142,727.03		1,474.69
Miscellaneous Debits .....	8,207.20	1,000.00	484,442.02		5,482.93
Dividends .....					546.91
Profit and Loss Balance, Dec. 31, 1924 .....	\$* 10,084.16	\$* 790.53	\$ 571,549.67	\$	\$ 8,507.16

\* Indicates debit balance.



STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1924 (Continued).  
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES (Continued)

NAME OF ACCOUNT	Kinzie Brothers Steamer Line	Palatka- Jackson- ville Steam- boat Co.	Pensacola, St. An- drews & Gulf Steam- ship Co.	Tampa-St. Petersburg Transporta- tion Co.	Throna- teeska Navigation Company	Total
Freight Revenue .....	\$ 5,499.05	\$ 27,534.34	\$101,372.28	\$ 67,175.99	\$ 23,132.53	\$ 7,222,674.05
Passenger Revenue .....	6,969.95	334.00	5,769.35	121,875.58	264.85	2,213,929.38
Other Transportation Revenue .....	24,093.72			5,735.11		496,744.95
Other Than Transportation Revenue .....	1,396.67		743.00			123,020.96
Charter Revenue .....				14,424.45		128,261.89
Total Revenue .....	\$ 37,959.39	\$ 27,868.34	\$107,884.63	\$209,211.13	\$ 23,397.38	\$ 10,184,631.23
Maintenance of Equipment .....	\$ 9,170.98	\$ 356.36	\$ 3,962.48	\$ 60,463.46	\$ 1,244.64	\$ 1,215,172.33
Maintenance of Terminals .....	768.03		2,661.21	7,433.14	85.00	148,071.55
Traffic Expenses .....	2,453.52	23.62	461.55	5,907.89		300,453.43
Transportation Expenses .....	14,115.06	16,403.70	64,933.26	132,546.58	18,983.13	6,355,229.94
General Expenses .....	2,817.20	3,636.59	4,937.34	21,030.95	324.97	536,270.22
Charter Expenses .....				7,250.00		110,071.58
Total Expenses .....	\$ 29,324.79	\$ 20,420.27	\$ 76,955.84	\$234,632.02	\$ 20,637.74	\$ 8,665,269.05
Net Operating Revenue .....	\$ 8,634.60	\$ 7,448.07	\$ 30,928.79	\$*25,420.89	\$ 2,759.64	\$ 1,519,362.18
Taxes .....	2,752.92	206.09	4,795.98	3,635.54		71,162.20
Total Water Line Income .....	\$ 5,881.68	\$ 7,241.98	\$ 26,132.81	\$*29,056.43	\$ 2,759.64	\$ 1,448,199.98
Other Income .....	375.14		310.55	189.09		64,623.83
Gross Income .....	\$ 6,256.82	\$ 7,241.98	\$ 26,443.36	\$*28,867.34	\$ 2,759.64	\$ 1,512,823.81
Interest and Other Deductions .....		2,194.89	3,930.00	385.00	191.80	497,668.50
Profit and Loss Balance .....	\$ 6,256.82	\$ 5,047.09	\$ 22,513.36	\$*29,252.34	\$ 2,567.84	\$ 1,015,155.31
PROFIT AND LOSS ACCOUNT						
Balance from December 31, 1923 .....	\$ 3,288.78	\$*12,112.64	\$ 7,026.10	\$*45,372.38	\$* 1,403.68	\$* 131,936.88
Current Profit and Loss, Year 1924 .....	6,256.82	5,047.09	22,513.36	*29,252.34	2,567.84	1,015,155.31
Miscellaneous Credits .....				185.26	213.23	144,600.21
Miscellaneous Debits .....	422.32	11,900.00		4,271.12		515,725.59
Dividends .....			20,000.00		1,626.76	22,173.67
Profit and Loss Balance, Dec. 31, 1924 .....	\$ 9,123.28	\$*18,965.55	\$ 9,539.46	\$*78,710.58	\$* 249.37	\$ 489,919.38

\* Indicates debit balance

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1924.  
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

Name of Company.	Business Address.	Territory Served in General.
Adams Boat Line.....	Sarasota, Florida .....	Operates steamers, Tampa-St. Petersburg and Manatee River.
Caloosahatchee River Steamboat Co.....	306 Water Street. Fort Meyers, Florida.....	Operates steamers between Fort Meyers, Alva, Owanita, Denaud, Turners, Halgview, Flow-errie, Olga and Idalia.
Clyde Steamship Company.....	New York City-Jacksonville, Fla.	Operates ocean-going steamers, River Line on St. Johns River, between Jacksonville, San-ford and Crescent City, Florida, and Jack-sonville to Miami, Florida.
Home Transportation Line.....	St. Petersburg, Florida.....	Operates gasoline steamer between Tampa and St. Petersburg, Florida.
Fort Meyers Steamship Company.....	Fort Meyers, Florida.....	Operates steamers between Tampa, St. Peters-burg, and Fort Meyers.
Kinzie Brothers Steamer Line.....	Fort Meyers, Florida.....	Operates from Fort Meyers to Captiva.
	46 City Dock.	
Palatka-Jacksonville Steamboat Co.....	Palatka, Florida .....	Operates between Palatka and Jacksonville and landings on St. Johns River.
	Foot Lemon Street.	
Pensacola, St. Andrews & Gulf Steamship Co..	Pensacola, Florida .....	Operates steamers between Pensacola, Florida, Mobile, Alabama, St. Andrews Bay Points, Apalachicola, Florida, and Carrabelle, Florida.
Tampa-St. Petersburg Transportation Co....	Tampa, Florida. ....	Operates steamers between Tampa, St. Peters-burg, and Pass-a-Grille, Florida.
	Wilmington, Delaware	
Thronateeska Navigation Co.....	Bainbridge, Georgia.....	Operates between Apalachicola, Florida, and Bainbridge, George, serving landings on Ap-alachicola and Flint Rivers.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR  
YEAR 1924.  
GENERAL BALANCE SHEET—ENTIRE COMPANY.

ITEMS	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
<b>ASSETS.</b>		
Investment in plant and equipment.....	\$217,129,453.86	\$ 50,000.00
Construction work in progress .....	12,277,060.72	.....
Investment securities .....	11,415,392.47	.....
Long term advances receivable.....	1,273,519.18	.....
Miscellaneous Investments .....	962,667.35	.....
Working assets and accrued income.....	29,009,652.90	768,527.25
Deferred debit items .....	1,903,096.42	.....
Grand total .....	\$273,970,842.90	\$ 818,527.25
<b>LIABILITIES.</b>		
Capital stock .....	\$ 99,786,726.66	\$ 50,000.00
Capital stock of subsidiary companies...	1,771,675.00	.....
Funded debt .....	47,461,500.00	.....
Working and accrued liabilities.....	20,410,511.21	575,368.46
Deferred credit items .....	42,788,950.01	.....
Appropriated surplus .....	4,771,452.52	.....
Profit and loss .....	56,980,027.50	193,158.79
Grand total .....	\$273,970,842.90	\$ 818,527.25

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR  
YEAR 1924.  
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY.

ITEMS	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
Credit balance at beginning of year.....	\$ 51,147,060.07	\$ 198,804.71
Credit balance transferred from income..	12,336,682.10	3,023.86
Miscellaneous credits .....	1,115,377.12	.....
Total .....	\$ 65,266,765.29	\$ 201,828.57
Dividend appropriations of surplus.....	\$ 6,982,928.75	\$ .....
Realized depreciation not covered by re- serves .....	18,283.56	.....
Miscellaneous appropriations of surplus..	300,000.00	.....
Miscellaneous debits .....	985,525.48	8,669.78
Credit balance, December 31, 1924.....	56,980,027.50	193,158.79
Total .....	\$ 65,266,765.29	\$ 201,828.57

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR  
YEAR 1924.  
INCOME ACCOUNT—ENTIRE COMPANY.

ITEMS.	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
<b>OPERATING INCOME.</b>		
Telegraph and cable operating revenue..	\$112,861,555.25	\$ 2,690,248.86
Telegraph and cable operating expenses..	90,333,962.52	2,600,969.10
Net operating revenues .....	\$ 22,527,592.73	\$ 89,279.76
Uncollectable operating revenues .....	395,015.76	8,087.09
Taxes assignable to operations .....	4,717,000.00	93,068.79
Deductions from net operating revenues	5,112,015.76	101,155.88
Operating income .....	\$ 17,415,576.97	\$ *11,876.12
Non-operating income .....	2,374,007.96	14,899.98
Gross income .....	\$ 19,789,584.93	\$ 3,023.86
Deductions from gross income .....	6,369,755.75	.....
Net income .....	\$ 13,419,829.18	\$ 3,023.86
Appropriations of net income .....	1,083,147.08	.....
Profit and loss balance .....	\$ 12,336,682.10	\$ 3,023.86

(\*) Debit Item.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1924.  
OPERATING REVENUE AND EXPENSES, ENTIRE COMPANY AND STATE OF FLORIDA.

ITEMS.	WESTERN UNION TELEGRAPH COMPANY				POSTAL TELEGRAPH-CABLE COMPANY			
	Entire Company	State of Florida			Entire Company	State of Florida		
		Intrastate	Interstate*	Total		Intrastate	Interstate*	Total
OPERATING REVENUES.								
Revenue from transmission—tel'gph	\$ 99,678,836.90	\$ 578,270.97	\$ 1,734,580.93	\$ 2,312,851.90	\$ 2,335,926.09	\$ 103,150.73	\$ 339,152.34	\$ 442,303.07
Revenue from transmission—cable.	9,907,275.58	.....	.....	.....	.....	.....	.....	.....
Operations other than transmission.	5,188,808.42	28,203.99	62,482.39	90,686.38	354,322.77	6,362.34	6,681.94	1,304.428
Contract revenue—Dr.	1,913,365.65	946.69	1,838.83	2,785.52	.....	.....	.....	.....
Total operating revenues.....	\$112,861,555.25	\$ 605,528.27	\$ 1,795,244.49	\$ 2,400,752.76	\$ 2,690,248.86	\$ 109,513.07	\$ 345,834.28	\$ 455,347.35
OPERATING EXPENSES.								
Maintenance .....	\$ 23,937,972.66	.....	.....	\$ 395,641.04	\$ 486,943.31	.....	.....	27,200.44
Conducting operations .....	62,462,971.05	.....	.....	1,295,801.71	2,031,140.95	.....	.....	339,563.80
General expenses .....	3,933,018.81	.....	.....	80,757.99	82,884.84	.....	.....	4,805.30
Total operating expenses.....	\$ 90,333,962.52	\$ .....	\$ .....	\$ 1,772,200.74	\$ 2,600,969.10	.....	.....	\$ 401,569.54
Operating ratio, per cent.....	80.04	.....	.....	73.82	96.68	.....	.....	88.19

\* Interstate Revenue represents the receipts or collections on Interstate messages made in Florida. The revenue from interstate messages, etc., is not apportioned to States but is assigned to the State in which paid or collected.



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—ALL COMPANIES.

NAME OF COMPANY.	Business Address	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	TOTALS.
†Apalachicola, City of .....	Apalachicola, Fla. ....	Apalachicola ..	112	.....	.....	.....	.....	112
Blountstown Tel. Co. ....	Blountstown, Fla. ....	Blountstown ..	90	.....	.....	.....	.....	90
Bradford County Tel. Co. ....	Brooker, Fla. ....	Brooker .....	4	56	.....	.....	.....	60
Broward Utilities Co. ....	Dania, Fla. ....	Dania .....	69	.....	.....	.....	.....	69
Bunnell Tel. Co. ....	Bunnell, Fla. ....	Bunnell .....	27	47	1	.....	.....	75
Callahan Tel. Corporation .....	Callahan, Fla. ....	Callahan .....	49	.....	.....	.....	.....	49
Citrus County Tel. Co. ....	Inverness, Fla. ....	Crystal River...	26	.....	.....	.....	.....	26
		Inverness .....	70	.....	.....	.....	.....	70
Cocoanut Grove Pub. Ut. Co. ....	Miami, Fla. ....	Cocoanut Grove..	275	.....	34	.....	.....	309
Cottondale Tel. Co. ....	Cottondale, Fla. ....	Cottondale .....	44	.....	.....	.....	.....	44
Crescent City Tel. Co. ....	Crescent City, Fla. ....	Crescent City...	73	34	5	.....	.....	112
Crestview Tel. Co. ....	Crestview, Fla. ....	Crestview .....	74	.....	.....	.....	.....	74
		Valparaiso .....	23	.....	.....	.....	.....	23
DeFuniak Springs Tel. Co. ....	DeFuniak Springs, Fla. ....	DeFuniak Spgs..	339	36	10	32	.....	418
†East Florida Tel. Co. ....	Gainesville, Fla. ....	Dunnellon .....	83	.....	3	.....	.....	86
		Gainesville .....	.....	122	.....	.....	.....	122
Enterprise Tel. Co. ....	Enterprise, Fla. ....	Enterprise .....	5	.....	.....	.....	.....	5
*Florida Telephone Co. ....	Gainesville, Fla. ....	Brooksville .....	152	.....	.....	.....	.....	152
	Orlando, Fla. ....	Alachua .....	58	36	3	.....	.....	97
		Branford .....	22	11	.....	2	.....	35
		Jasper .....	41	8	1	.....	.....	51
		Lake Butler .....	99	46	1	.....	.....	146
		Live Oak .....	288	42	11	.....	10	351
		Mayo .....	30	11	.....	.....	.....	41
		Wellborn .....	13	20	.....	.....	.....	33
		White Springs .....	29	5	.....	.....	.....	34
		Williston .....	67	13	1	26	.....	107
Fort Lauderdale Tel. Co. ....	Ft. Lauderdale, Fla. ....	Ft. Lauderdale..	321	.....	26	8	110	465

—Fort Meade Tel. Co. ....	Arcadia, Fla. ....	Ft. Meade.....	200	8	.....	4	.....	212
G. & J. Tel. Co. ....	Carrabelle, Fla. ....	Carrabelle .....	17	10	.....	3	.....	30
Greenville Tel. Co. ....	Greenville, Fla. ....	Greenville .....	37	20	.....	.....	.....	57
Gulf Telephone Co. ....	Perry, Fla. ....	Perry .....	253	60	15	6	.....	334
Gulf Tel. & Tel. Co. ....	Milton, Fla. ....	Milton .....	156	46	.....	10	.....	212
Hampton Tel. Co. ....	Hampton, Fla. ....	Hampton .....	38	.....	.....	.....	.....	38
Hastings Tel. Corporation .....	Hastings, Fla. ....	Hastings .....	64	122	.....	.....	.....	195
High Springs Telephone Co. ....	High Springs, Fla. ....	High Springs .....	130	15	.....	.....	.....	145
Homestead Tel. Co. ....	Homestead, Fla. ....	Homestead .....	177	192	.....	8	.....	379
Inter County Tel. Co. ....	Fort Meyers, Fla. ....	Arcadia .....	487	122	12	.....	.....	621
		Avon Park .....	150	24	7	.....	.....	181
		Bowling Green..	28	13	2	.....	.....	43
		Everglades .....	18	4	1	.....	.....	23
		Fort Meade .....	196	23	4	.....	.....	223
		Fort Meyers .....	587	60	16	.....	.....	663
		La Belle .....	31	7	.....	.....	.....	38
		Moore Haven ...	54	7	.....	.....	.....	61
		Okeechobee .....	126	15	9	.....	.....	220
		Punta Gorda....	156	19	15	.....	.....	190
		Wauchula .....	218	53	8	.....	.....	279
Lake County Tel. Co. ....	Orlando, Fla. ....	Clermont .....	48	8	.....	.....	.....	56
		Eustis .....	262	21	12	.....	.....	295
		Groveland .....	59	16	2	.....	.....	77
		Leesburg .....	334	108	12	.....	.....	454
		Mt. Dora .....	49	25	2	.....	.....	76
		Mt. Verde .....	19	2	.....	.....	.....	21
		Tavares .....	68	10	2	.....	.....	80
		Umatilla .....	113	35	1	.....	.....	149
Lake Worth Tel. Co. ....	Lake Worth, Fla. ....	Lake Worth .....	373	.....	17	.....	185	575
††Lawtey Tel. Co. ....	Starke, Fla. ....	Lawtey .....	13	.....	.....	.....	.....	13
†*Lee County Tel. Co. ....	Ft. Meyers, Fla. ....	Ft. Meyers .....	549	115	17	2	.....	683
McIntosh Tel. Co. ....	McIntosh, Fla. ....	McIntosh .....	40	35	.....	45	.....	120
Madison Tel. Co. ....	Quincy, Fla. ....	Madison .....	210	.....	.....	33	.....	243
Malone Tel. Exchange .....	Jacksonville, Fla. ....	Malone .....	18	.....	.....	.....	.....	18
Mitchel Tel. Co. ....	Sebring, Fla. ....	Sebring .....	160	24	.....	.....	.....	184
Molina Tel. Co. ....	Molino, Fla. ....	Molino .....	30	14	.....	.....	.....	44
Monticello Tel. Co. ....	Monticello, Fla. ....	Monticello .....	186	35	.....	.....	.....	221
Ocala Tel. Co. ....	Ocala, Fla. ....	Ocala .....	850	65	98	10	79	1,102
†—Okeechobee Tel. Co. ....	Okeechobee, Fla. ....	Okeechobee .....	17	138	.....	.....	.....	155
Orange City Tel. Co. ....	Orange City, Fla. ....	Orange City....	51	.....	1	.....	.....	52

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—ALL  
COMPANIES—(Continued.)

NAME OF COMPANY.	Business Address	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	TOTALS.
Orange County Tel. Co.....	Orlando, Fla. ....	Apopka .....	69	63	.....	.....	.....	132
		Oakland .....	15	17	.....	.....	.....	32
		Ocoee .....	20	19	1	.....	.....	40
		Winter Garden..	119	46	.....	.....	.....	165
Osceola County Tel. Co.....	Orlando, Fla. ....	Kissimmee .....	276	38	22	.....	.....	336
		St. Cloud .....	74	11	.....	.....	.....	93
Pasco County Tel. Co.....	Orlando, Fla. ....	Dade City .....	143	87	4	.....	.....	234
Peninsular Tel. Co. ....	Tampa, Fla. ....	Auburndale .....	98	2	.....	.....	.....	100
		Bartow .....	574	35	59	.....	.....	668
		Bradenton and Palmetto .....	1,478	372	182	.....	258	2,290
		Clearwater .....	682	270	141	.....	658	1,751
		Largo .....	135	.....	.....	.....	.....	135
		Frost Proof .....	105	45	4	.....	.....	154
		Haines City....	160	51	10	.....	.....	221
		Lakeland .....	2,308	188	171	.....	337	3,004
		Lake Wales .....	382	114	32	.....	.....	528
		Mulberry .....	81	24	1	.....	.....	106
		Plant City .....	512	207	27	.....	21	767
		Sarasota .....	742	124	62	.....	98	1,026
		St. Petersburg ..	3,998	235	355	.....	1,700	6,288
		Tampa Dist. ....	11,933	70	1,452	.....	1,188	14,643
		Tarpon Spgs. ....	234	84	19	.....	.....	337
		Winter Haven ..	432	129	13	.....	126	700
Ponce De Leon Tel. Co.....	Ponce De Leon, Fla.....	Ponce De Leon..	16	14	.....	42	.....	72
Port Orange Tel. Co.....	Port Orange, Fla. ....	Port Orange .....	3	.....	.....	.....	.....	3
Quincy Tel. Co.....	Quincy, Fla. ....	Quincy .....	458	138	27	.....	.....	623
Riverside Tel. Co.....	Blountstown, Fla. ....	Blountstown .....	39	28	1	.....	.....	68

Ruskin Tel. Co.....	Ruskin, Fla. ....	Ruskin .....	28	.....	.....	.....	.....	28
St. Joseph Tel. & Tel. Co.....	Port St. Joe, Fla.....	Apalachicola .....	134	5	1	.....	.....	140
		Port St. Joe.....	35	.....	.....	.....	.....	35
†Scott Tel. Co. ....	Arcadia, Fla. ....	Arcadia .....	433	149	16	.....	.....	598
		Avon Park .....	133	38	.....	.....	.....	171
		Bowling Green .....	23	18	.....	.....	.....	41
		Punta Gorda.....	116	29	.....	.....	.....	145
		Wauchula .....	201	87	.....	.....	.....	288
Sorrento Tel. Co.....	Sorrento, Fla. ....	Toll Only .....						
South Atlantic Tel. & Tel. Co.....	Atlanta, Ga. ....	Miami .....	4,384	828	1,149	.....	4,135	10,496
		Miami Beach .....	467	5	134	.....	1,241	1,847
		Brooksville .....	179	.....	3	.....	.....	182
Southern Bell T. & T. Co.....	Atlanta, Ga. ....	Chipley .....	158	2	.....	4	.....	164
		Cocoa .....	176	147	21	.....	110	454
		Daytona .....	1,637	23	257	12	1,028	2,957
		DeLand .....	575	54	70	.....	273	972
		Delray .....	66	.....	3	.....	59	128
		Dunellon .....	88	.....	4	.....	.....	92
		Fernandina .....	199	6	21	.....	.....	226
		Fort Pierce .....	386	75	22	10	.....	493
		Gainesville .....	946	15	70	10	74	1,115
		Geneva .....	24	6	1	.....	.....	31
		Graceville .....	57	.....	1	20	.....	78
		Green Cove Spgs. ....	93	4	5	.....	61	163
		Havana .....	34	14	1	13	.....	62
		Jacksonville .....	10,923	1,763	2,039	11	2,700	17,436
		Jensen .....	27	23	1	.....	.....	51
		Key West .....	795	.....	78	10	235	1,118
		Lake City .....	300	.....	20	18	156	494
		Lynn Haven .....	63	.....	1	.....	.....	64
		Melbourne .....	80	44	8	.....	82	214
		Micanopy .....	50	16	1	22	.....	89
		New Smyrna .....	191	28	9	1	.....	229
Southern Bell T. & T.....	Atlanta, Ga. ....	Orlando .....	2,283	54	374	19	1,101	3,831
		Oviedo .....	35	11	.....	.....	.....	46
		Pablo Beach .....	15	14	3	.....	.....	32
		Palatka .....	574	46	72	18	9	719
		Panama City .....	296	27	13	17	26	379
		Pensacola .....	2,563	222	334	13	216	3,348
		Sanford .....	792	142	91	6	90	1,121
		St. Augustine .....	1,206	.....	130	17	911	2,264

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—ALL COMPANIES.

NAME OF COMPANY.	Business Address	EXCHANGES	Exchange	Rural	Extension	Farmer	P. B. X. and Intercom.	TOTALS.
		Stuart .....	104		1			105
		Titusville .....	87	53	5	5		130
		Vero .....	86	28	4			118
		W. Palm Beach ..	865	6	596		2,947	6,414
Southern Tel. & Const. Co.....	Tallahassee, Fla. ....	Tallahassee .....	769	127	87	11	186	1,180
Starke Tel. Co.....	Starke, Fla. ....	Lawtey .....	15					15
		Starke .....	177		8	27		212
Sumter County Tel. Co.....	Orlando, Fla. ....	Bushnell .....	42					42
		Center Hill .....	48	5				53
		Webster .....	17					17
		Wildwood .....	12	3				15
††The Brevard Tel. Co.....	Indianola, Fla. ....	Cocoa .....	185	163	17			365
		Fort Pierce .....	369	72	11	8		460
		Jensen .....	19	35	1			55
		Melbourne .....	70	53	8			131
		New Smyrna .....	196	25	7			228
		Titusville .....	89	36	6	5		136
		Vero .....	78	35	4			117
The Interlachen Tel. Co.....	Mannville, Fla. ....	Interlachen .....	49					49
Tri-City Tel. Co.....	Bonifay, Fla. ....	Bonifay .....	122	20		10		152
Ward Tel. Co.....	Jennings, Fla. ....	Jennings .....	11	2				13
West Florida Tel. & Tel. Co.....	Marianna, Fla. ....	Marianna .....	212	8	4			224
Winter Park Tel. Co.....	Winter Park, Fla. ....	Winter Park .....	370		44		110	524
Total .....			70,969	8,915	8,705	519	20,522	109,630



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued)

DEDUCT ACCOUNT:									
†	Sold to St. Joseph Tel. & Tel. Co.....	112	.....	.....	.....	.....	.....	.....	112
†	Sold to Southern Bell T. & T. Co.....	83	122	3	.....	.....	.....	.....	208
*	Sold to Southern Bell T. & T. Co.....	152	.....	.....	.....	.....	.....	.....	152
—	Sold to Inter County T. & T. Co.....	200	8	.....	4	.....	.....	.....	212
††	Sold to Starke Tel. Co. ....	13	.....	.....	.....	.....	.....	.....	13
†*	Sold to Inter County T. & T. Co.....	549	115	17	2	.....	.....	.....	683
†—	Sold to Inter County T. & T. Co.....	17	138	.....	.....	.....	.....	.....	158
†—	Sold to Inter County T. & T. Co.....	906	321	16	.....	.....	.....	.....	1,243
†‡	Sold to Southern Bell T. & T. Co.....	1,006	419	54	13	.....	.....	.....	1,492
Total .....		3,038	1,123	90	19	.....	.....	.....	4,270
Total Subscribers' Stations in Operation December 31, 1924.....		67,931	7,792	8,615	500	20,522	105,360	.....	.....

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEETS—CLASS "A" "B" "C"—ENTIRE COMPANY

NAME OF COMPANY	ASSETS					Total Assets
	Class	Plant and Equipment	Other Investments and Advances	Working Assets Accrued Income	Deferred Debit Items	
†East Florida Telephone Co. ....	C	\$ 140,888.40	\$ .	\$ 6,249.24	\$ .	\$ 147,137.64
Florida Telephone Co. ....	C	96,667.84	. . . . .	10,278.31	. . . . .	106,946.15
Gulf Telephone & Telegraph Co. ....	C	33,098.94	. . . . .	3,949.05	5,439.95	42,487.94
Homestead Telephone Company . . . . .	C	35,853.62	. . . . .	10,310.94	1,287.42	47,451.98
‡Inter County Telephone & Telegraph Co. . . . .	B	485,798.42	122.93	15,937.38	. . . . .	501,858.73
Lake County Telephone Co. ....	C	159,128.85	. . . . .	. . . . .	. . . . .	159,128.85
¶Lee County Telephone Co. ....	C	60,000.00	. . . . .	5,823.86	. . . . .	65,823.86
Ocala Telephone Co. ....	C	70,656.89	. . . . .	24,304.48	. . . . .	94,961.37
Osceola Telephone Co. ....	C	39,453.84	. . . . .	. . . . .	. . . . .	39,453.84
Peninsular Telephone Co. ....	A	4,235,308.48	659,974.84	571,980.13	208,982.65	5,676,246.10
Quincy Telephone Co. ....	C	72,922.98	. . . . .	1,480.81	. . . . .	74,403.74
§St. Joseph Telephone & Telegraph Co. . . . .	C	41,649.27	. . . . .	7,080.36	225.56	48,955.19
√Scott Telephone Company . . . . .	C	85,070.07	. . . . .	353.55	. . . . .	84,716.52
South Atlantic Tel. & Tel. Co. ....	A	2,532,290.03	24,755.47	197,519.44	15,260.01	2,769,824.95
Southern Bell Tel. & Tel. Co. ....	A	57,927,624.95	22,213,401.83	3,434,837.19	801,275.27	84,377,139.24
Southern Telephone & Construction Co. . . . .	C	107,525.96	2,000.00	9,421.70	239.45	119,187.11
*The Brevard Telephone Company . . . . .	C	125,642.91	. . . . .	7,387.09	. . . . .	133,030.00
Winter Park Telephone Company . . . . .	C	62,700.06	2,241.63	7,267.72	1,005.00	73,214.41
Total . . . . .		\$ 66,312,281.46	\$ 22,902,496.70	\$ 4,313,474.15	\$ 1,033,715.31	\$ 94,561,967.62

\* Credit item.

† Sold to Southern Bell T. & T. Co. May 1, 1924.

‡ Commenced operations November 1, 1924.

¶ Sold to Inter County T. & T. Co., November 1, 1924.

§ Commenced operations August 8, 1924.

√ Sold to Inter County T. & T., October 31, 1924.

\* Sold to Southern Bell, June 30, 1924.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
GENERAL BALANCE SHEETS—CLASS "A" "B" "C"—ENTIRE COMPANY.

NAME OF COMPANY	LIABILITIES.							
	Class	Capital Stock	Funded Debt Notes Payable	Working and Accrued Liabilities	Deferred Credit Items	Appropriated Surplus	Surplus Account	Total Liabilities
†East Florida Tel. Co.	C	\$ 45,400.00	\$ .....	\$ .....	\$ 81,320.32	\$ .....	\$ 20,417.32	\$ 147,137.64
Florida Telephone Co.	C	20,851.19	69,800.00	3,231.90	13,063.06	.....	.....	106,946.15
Gulf Tel. & Tel. Co.	C	31,225.21	.....	206.50	11,056.23	.....	.....	42,487.94
Homestead Tel. Co.	C	10,000.00	30,250.00	2,379.01	3,663.11	.....	1,159.86	47,451.98
†Inter County T. & T. Co.	B	.....	339,775.43	168,555.25	.....	*	6,471.95	501,858.73
Lake County Tel. Co.	C	58,100.00	66,700.00	4,219.80	25,317.33	.....	4,791.72	159,128.85
¶Lee County Tel. Co.	C	65,107.60	.....	716.26	.....	.....	.....	65,823.86
Ocala Telephone Co.	C	10,000.00	.....	10.25	35,117.15	.....	49,833.97	94,961.37
Osceola Telephone Co.	C	1,873.87	28,400.00	2,605.75	6,574.22	.....	.....	39,453.84
Peninsular Tel. Co.	A	1,670,600.00	2,388,065.00	362,743.24	1,014,535.03	.....	240,302.83	5,676,246.10
Quincy Telephone Co.	C	60,782.69	2,500.00	11,121.05	.....	.....	.....	74,405.74
§St. Joseph T. & T. Co.	C	42,000.00	.....	6,229.07	3.50	.....	722.62	48,995.19
√Scott Telephone Co.	C	50,000.00	5,000.00	6,767.72	22,422.25	.....	526.55	84,716.52
So. Atlantic T. & T. Co.	A	750,000.00	1,632,700.00	181,469.10	170,921.39	.....	34,734.46	2,769,824.95
Southern Bell T. & T.	A	45,000,000.00	20,869,000.00	1,867,631.74	13,808,330.38	658,732.77	2,173,444.35	84,377,139.24
Southern T. & Con. Co.	C	75,000.00	.....	2,832.44	29,535.37	.....	11,819.30	119,187.11
*The Brevard Tel. Co.	C	39,291.00	16,000.00	839.35	39,405.65	.....	37,494.00	133,030.00
Winter Park Tel. Co.	C	30,000.00	29,800.00	.....	8,842.90	.....	4,571.51	73,214.41
Total		\$ 47,960,231.56	\$ 25,477,990.43	\$ 2,621,558.43	\$ 15,270,107.89	\$ 658,732.77	\$ 2,573,346.54	\$94,561,967.62

\* Debit.

† Sold to Southern Bell T. & T. Co., May 1, 1924.

‡ Commenced operations November 1, 1924.

¶ Sold to Inter County T. & T. Co., November 1, 1924.

§ Commenced operations August 8, 1924.

√ Sold to Inter County T. & T. Co., October 31, 1924.

\* Sold to Southern Bell, June 30, 1924.

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STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
East Florida Telephone Co.....	Dunelion .....	*\$ .....	\$ .....	\$ .....	\$ .....	\$ .....
	Gainesville .....	*\$ .....	\$ .....	\$ .....	\$ .....	\$ .....
Company Total .....		\$ 10,479.21	\$ 204.81	\$ .....	\$ 10,684.02	\$ 5,151.87
Florida Telephone Co.....	Alachua .....	2,532.68	21.50		2,554.18	1,885.12
	Branford .....	512.20			512.20	429.66
	Jasper .....	2,315.99	7.10		2,323.09	1,414.94
	Lake Butler .....	3,553.25	40.50		3,593.75	2,146.80
	Live Oak .....	13,179.35	258.27		13,437.62	5,682.52
	Mayo .....	1,279.35			1,279.35	1,154.50
	Wellborn .....	891.01	4.00		895.01	791.70
	White Springs .....	1,676.05	1.75		1,677.80	1,135.55
	Williston .....	2,123.05	7.00		2,130.05	2,151.85
Company Total .....		\$ 28,062.93	\$ 340.12	\$ .....	\$ 28,403.05	\$ 16,792.64
Gulf Telephone & Telegraph Co.....	Milton .....	14,157.31	319.56		14,476.87	9,518.84
Homestead Telephone Co.....	Homestead .....	18,610.01	133.00		18,743.01	11,545.59
Inter-County Telephone & Telegraph Co.	Arcadia .....	4,267.90	4.50		4,272.40	3,917.69
	Avon Park .....	1,470.84	2.15		1,472.99	1,188.43
	Bowling Green .....	406.61			406.61	731.06
	Everglades .....	1,764.29			1,764.29	1,343.06
	Fort Meade .....	1,361.44	.05		1,361.49	1,293.33
	Fort Myers .....	4,435.41			4,435.41	5,472.42
	La Belle .....	568.44			568.44	1,298.11
	Moore Haven .....	1,350.32			1,350.32	1,707.23
	Okeechobee .....	1,423.08			1,423.08	1,083.16
	Punta Gorda .....	1,256.55		136.99	1,393.54	1,219.80
	Wauchoa .....	2,278.29			2,278.29	2,041.68
Company Total .....		\$ 20,583.17	\$ 6.70	\$ 136.99	\$ 20,726.86	\$ 21,295.97
Lake County Telephone Co.....	Clermont .....	\$ 1,892.85	\$ 8.00		\$ 1,900.85	\$ 962.38
	Eustis .....	8,803.81	154.35		8,958.16	5,903.82
	Groveland .....	2,836.62	28.45		2,865.07	1,639.90
	Leesburg .....	17,433.02	778.36		18,211.38	10,202.54
	Mt. Dora .....	2,528.37	5.32		2,533.69	1,518.50
	Mt. Verde .....	851.64	3.60		855.24	748.40
	Tavares .....	3,126.03	30.38		3,156.41	1,545.50
	Umatilla .....	4,038.47	196.08		4,234.55	2,522.00
Company Total .....		\$ 41,510.81	\$ 1,204.54	\$ .....	\$ 42,715.35	\$ 25,043.04

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
East Florida Telephone Co. ....	Dunellon Gainesville .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....
Company Total .....		\$ .....	\$ 64.45	\$ .....	\$ .....	\$ 5,216.32	\$ 5,467.70
Florida Telephone Co. ....	Alachua .....	\$ 775.10	\$ 113.00	\$ .....	\$ 616.20	\$ 3,389.42	\$* 835.24
	Branford .....	91.24	19.00	..	22.19	562.09	* 49.89
	Jasper .....	338.00	181.39	..	252.00	2,186.33	* 136.76
	Lake Butler .....	1,132.50	271.00	..	843.00	4,393.30	* 799.55
	Live Oak .....	2,926.00	868.00	..	2,114.90	11,591.42	* 1,846.20
	Mayo .....	338.00	146.00	..	252.00	1,890.50	* 611.15
	Wellborn .....	225.00	64.00	..	168.00	1,248.70	* 353.69
	White Springs .....	338.00	146.00	..	252.00	1,871.55	* 193.75
	Williston .....	598.16	113.00	..	536.20	3,399.21	* 1,269.16
Company Total .....		\$ 6,762.00	\$ 1,921.39	\$ ..	\$ 5,056.49	\$ 30,532.52	\$* 2,129.47
Gulf Telephone & Telegraph Co. ....	Milton .....	\$ 2,579.49	\$ 914.76	\$ ..	\$ 179.35	\$ 13,192.44	\$ 1,284.43
Homestead Telephone Co. ....	Homestead .....	\$ 2,803.17	\$ 396.75	\$ ..	\$ 2,829.64	\$ 17,575.15	\$ 1,167.86
Inter County Telephone & Telegraph Co.	Arcadia .....	\$ .....	\$ 187.56	\$ ..	\$ 1,178.30	\$ 5,283.55	\$* 1,011.15
	Avon Park .....	..	..	..	343.67	1,532.10	* 59.11
	Bowling Green .....	..	..	..	98.19	829.25	* 422.64
	Everglades .....	..	..	255.45	49.09	1,647.60	* 116.69
	Fort Meade .....	..	..	12.00	441.87	1,747.20	* 385.71
	Fort Myers .....	..	132.11	46.50	1,276.50	6,927.53	* 2,492.12
	La Belle .....	..	..	..	73.64	1,371.75	* 803.31
	Moore Haven .....	..	..	253.00	122.74	2,082.97	* 732.65
	Okeechobee .....	..	..	..	417.32	1,500.48	* 77.40
	Punta Gorda .....	..	..	20.00	429.82	1,669.62	* 276.08
	Wauchula .....	..	..	25.00	540.08	2,606.76	* 328.47
Company Total .....		\$ .....	\$ 319.67	\$ 611.95	\$ 4,971.22	\$ 27,198.81	\$* 6,471.95
Lake County Telephone Co. ....	Clermont .....	\$ 462.00	\$ 79.00	\$ ..	\$ 275.00	\$ 1,778.38	\$ 122.47
	Eustis .....	2,385.00	394.00	..	1,375.00	10,057.82	* 1,099.66
	Groveland .....	472.00	89.00	..	275.00	2,475.90	* 389.17
	Leesburg .....	3,180.00	524.00	..	1,834.00	15,740.54	* 2,470.84
	Mt. Dora .....	954.00	157.00	..	550.00	3,179.50	* 645.81
	Mt. Verde .....	179.00	16.49	..	93.26	1,037.15	* 181.91
	Tavares .....	954.00	157.00	..	550.00	3,206.50	* 50.09
	Umatilla .....	954.00	157.00	..	550.00	4,183.00	* 51.55
Company Total .....		\$ 9,540.00	\$ 1,573.49	\$ ..	\$ 5,502.26	\$ 41,658.79	\$ 1,056.56



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued.)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Lee County Telephone Co.	Fort Myers	\$ 26,712.90	\$ 667.43		\$ 27,380.33	\$ 22,069.98
Ocala Telephone Co.	Ocala	\$ 37,522.80	\$ 70.37		\$ 37,593.17	\$ 17,255.42
Osceola County Telephone Co.	Kissimmee	\$ 12,076.35	\$ 243.84		\$ 12,320.19	\$ 3,381.61
	St. Cloud	2,320.16	207.50		2,527.66	2,493.60
Company Total		\$ 14,396.51	\$ 451.34	\$	\$ 14,847.85	\$ 7,875.21
Peninsular Telephone Co.	Auburndale	\$ 838.65	\$	\$	\$ 838.65	\$ 731.57
	Bartow	22,678.89	501.50		23,180.39	12,996.42
	Manatee District	57,555.15	1,141.50		58,696.65	31,764.72
	Clearwater	33,034.57	3,092.58		36,127.15	17,063.66
	Frostproof	4,384.49			4,384.49	2,894.00
	Haines City	5,674.99			5,674.99	4,087.94
	Lakeland	62,987.65	2,356.32		65,343.97	38,398.25
	Lake Wales	12,175.13	408.50		12,583.63	9,415.90
	Mulberry	3,417.03			3,417.03	1,434.62
	Plant City	24,126.95	633.01		24,759.96	13,997.14
	Sarasota	21,977.96	456.75		22,434.71	12,816.04
	St. Petersburg	159,078.26	8,277.90		167,356.16	91,317.13
	Tampa District	445,069.16	6,368.34	674.61	452,112.11	249,783.64
	Tarpon Springs	8,904.65			8,904.65	5,843.28
	Winter Haven	16,118.36	268.00		16,386.36	10,221.39
Total Exchange Operations		\$ 878,021.89	\$ 23,504.40	\$ 674.61	\$ 902,200.90	\$ 502,765.70
Unallocated						
System Toll Operations		259,452.19			259,452.19	115,797.90
Company Total		\$1,137,474.08	\$ 23,504.40	\$ 674.61	\$1,161,653.09	\$ 618,563.60
Quincy Telephone Company	Quincy	\$ 20,342.08			\$ 20,342.08	\$ 12,998.43
St. Joseph Telephone & Telegraph Co.	Apalachicola	\$ 1,318.78	\$ 63.04		\$ 1,381.82	\$ 1,355.86
	Port St. Joe	162.92			162.92	295.37
	Unallocated		\$ 1,055.46		\$ 1,055.46	\$ 178.00
Company Total		\$ 1,481.70	\$ 1,118.50	\$	\$ 2,600.20	\$ 1,829.23
Scott Telephone Company	Arcadia	\$ 19,061.39	\$	\$	\$ 19,061.39	\$ 23,466.27
	Avon Park	6,724.16			6,724.16	3,270.24
	Bowling Green	1,811.18			1,811.18	665.40
	Punta Gorda	4,176.18	1,371.43		5,547.61	5,455.98
	Wauchula	9,472.72			9,472.72	6,773.67
Company Total		\$ 41,245.63	\$ 1,371.43	\$	\$ 42,617.06	\$ 39,631.56

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued.)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Lee County Telephone Co. ....	Fort Myers .....	\$ .....	\$ 1,269.05	\$ .....	\$ 1,742.12	\$ 25,081.15	\$ 2,299.18
Ocala Telephone Co. ....	Ocala .....	\$ .....	\$ 3,982.91	\$ .....	\$ 585.84	\$ 21,824.17	\$ 15,769.00
Osceola County Telephone Co. ....	Kissimmee .....	\$ 2,400.00	\$ 1,536.00	\$ .....	\$ 2,536.00	\$ 11,853.61	\$ 466.58
	St. Cloud .....	850.00	175.12		508.45	4,027.17	* 1,499.51
Company Total .....		\$ 3,250.00	\$ 1,711.12	\$ .....	\$ 3,044.45	\$ 15,880.78	\$* 1,032.93
Peninsular Telephone Co. ....	Auburndale .....	\$ .....	\$ 93.55	\$ .....	\$ .....	\$ 825.12	\$ 13.53
	Bartow .....		1,994.84	720.00		15,711.26	7,469.13
	Manatee District .....		4,662.58	1,085.00	1.60	37,513.90	21,182.75
	Clearwater .....		3,111.38	253.00		20,428.04	15,699.11
	Frostproof .....		357.28	172.50		3,423.78	960.71
	Haines City .....		410.27	511.50	.40	5,010.11	664.88
	Lakeland .....		4,771.85	798.00	13.16	43,981.26	21,362.71
	Lake Wales .....		940.48	923.47		11,279.85	1,303.78
	Mulberry .....		350.66	300.00		2,085.28	1,331.75
	Plant City .....		1,905.08		30.75	15,932.97	8,826.99
	Sarasota .....		2,102.01	196.50	22.40	15,136.95	7,297.76
	St. Petersburg .....		12,080.95	70.00		103,468.08	63,888.08
	Tampa District .....		37,286.41	513.96	225.17	287,809.18	164,302.93
	Tarpon Springs .....		835.66	424.25		7,103.19	1,801.46
	Winter Haven .....		1,095.14	456.00	116.00	11,888.53	4,497.83
Total Exchange Operations .....		\$ .....	\$ 71,998.14	\$ 6,424.18	\$ 409.48	\$ 581,597.50	\$ 320,603.40
Unallocated .....		186,194.21			68,600.76	254,794.97	* 254,794.97
System Toll Operations .....		\$ 14,260.18	\$ 11,162.07	\$ .....	\$ 6,773.03	\$ 147,993.18	\$ 111,459.01
Company Total .....		\$ 200,454.39	\$ 83,160.21	\$ 6,424.18	\$ 75,783.27	\$ 984,385.65	\$ 177,267.44
Quincy Telephone Company .....	Quincy .....	\$ .....	\$ 816.50	\$ .....	\$ 384.55	\$ 14,199.48	\$ 6,142.60
St. Joseph Telephone & Telegraph Co.	Apalachicola .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ 1,355.86	\$ 25.96
	Port St. Joe .....					295.37	* 132.45
	Unallocated .....		\$ 34.85			226.35	829.11
Company Total .....		\$ .....	\$ 34.85	\$ .....	\$ 13.50	\$ 1,877.58	\$ 722.62
Scott Telephone Company .....	Arcadia .....	\$ .....	\$ 2,775.85	\$ .....	\$ .....	\$ 26,242.12	\$* 7,180.73
	Avon Park .....		164.94			3,435.18	3,288.98
	Bowling Green .....		42.30			707.70	1,103.48
	Punta Gorda .....		114.35			5,570.33	* 22.72
	Wauchula .....		111.00			6,884.67	2,588.05
Company Total .....		\$ .....	\$ 3,208.44	\$ .....	\$ .....	\$ 42,840.00	\$* 222.94

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued.)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
South Atlantic Telephone & Telegraph Co.	*Miami *Miami Beach	\$ . . . . .	\$ . . . . .	\$ . . . . .	\$ . . . . .	\$ . . . . .
Company Total . . . . .		\$ 522,290.93	\$ 15,573.96	\$ 2,663.33	\$ 540,528.22	\$ 230,187.45
Southern Bell Telephone & Telegraph Co.	Brooksville Chipley Cocoa Daytona DeLand Delray Dunnellon Fernandina Fort Pierce Gainesville Geneva Graceville Green Cove Spgs. Havana Jacksonville Jensen Key West Lake City Lynn Haven Melbourne Micanopy New Smyrna Orlando Oviedo Pablo Beach Palatka Panama City Pensacola Sanford St. Andrews St. Augustine Stuart Titusville Vero W. Palm Beach	\$ 8,461.22 13,012.38 8,039.00 118,459.99 44,302.69 6,042.83 5,519.66 13,798.50 11,992.51 62,857.43 1,318.43 5,706.78 6,863.23 4,092.37 1,167,655.00 1,074.05 45,252.80 22,832.70 3,004.63 4,969.40 3,722.99 7,349.39 180,556.80 2,617.80 5,913.07 46,577.75 17,887.77 189,078.55 62,341.54 1,417.12 71,110.81 9,923.34 4,510.53 3,194.58 193,733.72	\$ 9.59 149.18 3.37 2,171.29 649.43 15.42 11.09 79.29 4.73 831.59 1.06 64.44 32.79 6.03 20,530.29 .52 8,804.17 272.26 20.60 2.19 3.07 3.28 2,086.66 3.78 29.29 1,012.95 288.24 2,975.57 1,215.49 7.03 1,049.71 174.84 2.03 .91 4,056.77	. 1,188,185.29 916.83 54,056.97 23,104.96 3,025.23 4,971.59 3,726.06 7,352.67 182,643.46 2,621.58 5,942.36 47,590.70 18,176.01 192,054.12 63,557.03 1,424.15 72,160.52 10,098.18 4,512.56 3,195.49 197,790.49	\$ 8,470.81 13,161.56 8,042.37 120,631.28 44,952.12 6,058.25 5,530.75 13,877.79 11,997.24 63,689.02 1,319.49 5,771.22 6,896.02 4,098.40 516,898.69 916.83 54,056.97 23,104.96 3,025.23 4,971.59 3,726.06 7,352.67 182,643.46 2,621.58 5,942.36 47,590.70 18,176.01 192,054.12 63,557.03 1,424.15 72,160.52 10,098.18 4,512.56 3,195.49 197,790.49	\$ 9,486.32 8,233.71 5,633.97 56,071.30 20,335.15 3,171.49 5,256.77 7,559.95 5,724.99 31,753.91 1,484.34 3,015.55 3,953.86 2,380.22 97,236.33 916.83 23,759.01 10,345.09 2,740.90 3,162.68 3,428.16 3,895.22 86,865.29 2,240.87 3,940.93 23,513.82 11,023.29 100,229.22 28,413.21 1,414.24 36,833.10 4,668.99 3,080.30 1,488.68 97,236.33
Company Total . . . . .		\$2,355,191.36	\$ 46,568.95		\$2,401,760.31	\$1,130,136.38

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
South Atlantic Tel. & Tel. Co. ....	Miami Miami Beach	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....
Company Total .....		\$ 125,406.43	\$ 21,440.69	\$ 4,109.43	\$ 112,384.60	\$ 493,528.60	\$ 46,999.62
Southern Bell Tel. & Tel. Co. ....	Brooksville .....	\$ 1,140.35	\$ 697.84	\$ 574.05	\$ 538.25	\$ 12,436.81	\$* 3,966.00
	Chipley .....	2,199.92	1,590.39	563.71	705.20	13,292.93	* 131.37
	Cocoa .....	1,568.10	441.89	255.50	448.68	8,348.14	* 305.77
	Daytona .....	18,576.25	11,963.94	3,029.02	6,048.19	95,688.70	24,942.58
	DeLand .....	6,277.04	3,757.07	1,177.87	2,251.23	33,798.36	11,153.76
	Delray .....	1,025.54	340.83	306.90	315.14	5,159.90	898.35
	Dunnellon .....	679.59	308.46	359.96	334.13	6,938.91	* 1,408.16
	Fernandina .....	2,118.76	1,272.26	314.92	726.62	11,992.51	1,885.28
	Fort Pierce .....	1,332.92	733.31	313.86	618.15	8,723.23	3,274.01
	Gainesville .....	8,459.70	6,511.78	1,859.18	3,256.38	51,840.95	11,848.07
	Geneva .....	422.53	183.39	75.93	83.92	2,250.11	* 930.62
	Graceville .....	820.99	557.51	317.17	298.08	5,009.30	761.92
	Green Cove Springs	1,391.09	777.91	533.87	359.84	7,016.57	* 120.55
	Havana .....	808.62	246.08	191.05	218.07	3,844.04	254.36
	Jacksonville .....	163,902.68	122,285.73	14,891.27	41,021.54	858,999.91	329,185.38
	Jensen .....	258.92	79.03	76.20	62.97	1,393.95	* 319.38
	Key West .....	6,958.95	6,319.83	269.18	2,363.84	39,670.81	14,386.16
	Lake City .....	3,343.34	1,819.78	626.15	1,161.37	17,295.73	5,809.23
	Lynn Haven .....	1,143.20	382.95	156.14	177.34	4,600.53	* 1,575.30
	Melbourne .....	804.73	291.03	207.55	270.65	4,736.64	234.95
	Micanopy .....	1,053.58	596.90	174.90	221.67	5,475.21	* 1,749.15
	New Smyrna .....	947.16	407.37	273.45	386.29	5,909.49	1,443.18
	Orlando .....	25,868.26	15,148.51	4,330.10	9,276.77	141,488.93	41,154.53
	Oviedo .....	945.43	318.73	122.03	152.20	3,779.26	* 1,157.68
	Pablo Beach .....	1,115.69	353.94	391.74	310.56	6,112.86	* 170.50
	Palatka .....	6,529.66	4,475.02	1,804.57	2,407.96	38,731.03	8,859.67
	Panama City .....	3,319.47	1,250.73	480.02	965.36	17,038.87	1,137.14
	Pensacola .....	25,427.55	18,664.43	3,492.25	9,892.67	157,706.12	34,348.00
	Sanford .....	9,375.17	6,562.00	1,357.66	3,171.99	48,880.03	14,677.00
	St. Andrews .....	1,010.64	280.18	58.71	86.14	2,849.91	* 1,425.76
	St. Augustine .....	9,464.04	5,121.22	1,766.98	3,701.85	56,887.19	15,273.33
	Stuart .....	1,243.21	608.10	557.36	508.73	7,586.39	2,511.79
	Titusville .....	591.12	410.02	101.35	249.88	4,432.67	79.89
	Vero .....	524.11	184.32	136.28	163.97	2,497.36	698.13
	West Palm Beach .....	26,562.50	12,415.19	6,335.01	10,018.65	152,567.68	45,222.81
Company Total .....		\$ 337,210.81	\$ 227,357.67	\$ 47,481.89	\$ 102,774.28	\$ 1,844,981.03	\$ 556,779.28

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Southern Telephone & Construction Co.	Tallahassee	\$ 43,721.84	\$ 527.30	\$ 295.74	\$ 44,544.88	\$ 23,735.43
The Brevard Telephone Co.	Cocoa	\$ 6,644.56	\$ 81.00		\$ 6,725.56	\$ 4,475.64
	Fort Pierce	6,987.32	161.15		7,184.47	5,660.39
	Jensen	906.83			906.83	786.31
	Melbourne	2,488.60	24.05		2,512.65	2,161.90
	New Smyrna	4,669.35	41.60		4,710.95	3,850.84
	Titusville	2,632.96	83.65		2,716.61	2,306.85
	Vero	2,530.78	94.50		2,625.28	1,499.83
Company Total		\$ 26,860.40	\$ 485.95		\$ 27,346.35	\$ 20,741.76
Winter Park Telephone Co	Winter Park	\$ 14,803.05	\$ 597.82		\$ 15,400.87	\$ 9,178.64
Grand Total		\$4,375,446.72	\$ 93,146.18	\$ 3,770.67	\$4,472,363.57	\$2,223,571.04



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1924.—(Continued)  
OPERATING RESULTS BY EACH EXCHANGE—CLASS "A" "B" "C" COMPANIES.

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Southern Telephone & Construction Co.	Tallahassee .....	\$ 6,498.78	\$ 3,173.83	\$ .....	\$ 203.24	\$ 33,611.28	\$ 10,933.60
The Brevard Telephone Co. ....	Cocoa .....	\$ 924.35	\$ 310.94	\$ .....	\$ 158.42	\$ 5,869.35	\$ 856.21
	Fort Pierce .....	1,310.05	310.96	.....	158.42	7,439.82	* 291.35
	Jensen .....	166.25	62.19	.....	31.68	1,046.43	* 139.60
	Melbourne .....	332.50	124.37	.....	63.37	2,682.14	* 169.49
	New Smyrna .....	638.40	186.56	.....	95.05	4,770.85	* 59.90
	Titusville .....	332.50	124.37	.....	63.37	2,827.09	* 110.48
	Vero .....	285.95	124.37	.....	63.37	1,973.52	651.76
Company Total .....	.....	\$ 3,990.00	\$ 1,243.76	\$ .....	\$ 633.68	\$ 26,609.20	\$ 737.15
Winter Park Telephone Co.....	Winter Park .....	\$ 2,933.45	\$ 369.06	\$ .....	\$ 2,406.65	\$ 14,887.80	\$ 513.07
Grand Total .....	.....	\$ 701,428.52	\$ 352,958.60	\$ 58,627.45	\$ 318,495.14	\$ 3,655,080.75	\$ 817,282.82

## NOTES:

† Not reported by exchanges.

\* Loss.

East Florida Telephone Company sold to Southern Bell T. &amp; T. Co. May 1, 1924.

Inter County Tel. &amp; Tel. Co. commenced operations November 1, 1924.

Inter County Tel. &amp; Tel. Co. purchased Lee County Telephone Co. November 1, 1924.

St. Joseph T. &amp; T. Co. commenced operation August 8, 1924.

Southern Bell T. &amp; T. Co. purchased The Brevard Telephone Co. June 30, 1924.